

The Hongkong Telegraph.

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THURSDAY, MAY 11 1911.

四拜禮

號一十月五英港香

\$80 PER ANNUM.
SINGLE COPY 10 CENTS.

SPECIAL TELEGRAMS.

TERRIBLE AFFAIR IN EDINBURGH.

EIGHT PERSONS KILLED.

[THE "TELEGRAPH" CORRESPONDENT.]

London, May 10, 7.45 p.m.

A terrible occurrence is reported from Edinburgh, when eight persons were killed, including the entertainer, Lafayette.

A mad lion barred the exit, and confusion reigned.

Terrible scenes were witnessed when the people rushed in alarm.

[The sad affair took place at the Empire Theatre of Varieties, which is controlled by Mr. Moss, and the hall is the first variety theatre to which His Majesty the King extended his patronage. The building is near the Edinburgh University, and is in the midst of a number of other theatres. It is not a new building, and yet cannot be called an old structure. It has a bad entrance and would be very difficult to get at in case of an outbreak of fire, but the interior is attractive, and the accommodation afforded is for about 5,000 persons. The theatre is used a great deal for the holding of the large political meetings held from time to time in the Scottish capital.]

HOME RACING.

NEWMARKET STAKES.

[THE "TELEGRAPH" CORRESPONDENT.]

London, May 10, 7.45 p.m.

The result of the race for the Newmarket Stakes to-day is as follows:—

- 1 Sunstar.
- 2 Beaurepaire.
- 3 Persephone.

[The distance is 1.14 miles.]

PIT FIRE.

AT WHITEHAVEN.

[THE "TELEGRAPH" CORRESPONDENT.]

London, May 10, 7.45 p.m.

A terrible fire has broken out in one of the coal pits in Whitehaven.

Forty persons were rescued.

Up to the time of wiring the number of casualties were not reported.

We have received the information from Messrs. E. S. Kadoorie & Co. that Para rubber in London is at 11d. This message has been received by cable.

REUTER'S TELEGRAMS.

MEXICAN TROUBLES.

JUAREZ CAPTURED.

REUTER'S SERVICE TO THE
"TELEGRAPH."

Bombay, May 11, 7.25 a.m.

A report from El Paso states that the rebels have captured Juarez.

Juarez was named after Benito Pablo Juarez, at one time president of Mexico. Senor Juarez was born of Indian parentage in the state of Oaxaca. Forced in 1853 to leave Mexico during Santa Anna's ascendancy, he returned in 1855, became minister, etc., and was finally elected president in 1858. He retained the presidency until his death in 1872.

THE OPIUM AGREEMENT.

A CALCUTTA OPINION.

REUTER'S SERVICE TO THE
"TELEGRAPH."

London, May 10th.

A message from Calcutta states that the big opium dealers declare that they do not anticipate much or any immediate effect on the market by the recent agreement signed at Peking, except the strengthening of prices.

The consolidated import tax will produce little effect, as Chinese dealers have accumulated stocks equivalent to about three months' supply.

NEW BISHOP OF KOREA.

REUTER'S SERVICE TO THE
"TELEGRAPH."

London, May 10th.

The Rev. Trollope, vicar of St. Albans, Birmingham, has been appointed Bishop of Korea.

THE RUSSIAN FLEET.

REUTER'S SERVICE TO THE
"TELEGRAPH."

London, May 10th.

According to the "Daily Telegraph's" St. Petersburg correspondent, contracts will shortly be signed by an Anglo-French Company for the reconstruction of the Russian fleet at Nicolaieff.

Sir Thomas Sutherland has returned to his London residence from Paris.

REUTER'S TELEGRAMS.

MOROCCO.

LARGE REINFORCEMENTS LEAVING.

REUTER'S SERVICE TO THE
"TELEGRAPH."

Bombay, May 11, 7.25 a.m.

The French Minister for War in Paris explained that the Moroccan expedition must take every kind of supply for itself and ampler stores for Fez when relieved.

The collection of these stores explains the cause of the delays.

Large reinforcements continue to leave France for Morocco.

MAL DE MER.

REMEDIES TO BE USED.

Discussing his trip to America and a severe case of seasickness, Rodolphe Franchon, of Paris, said recently that there exists in Paris a league against seasickness, which was founded four years ago, and whose continued existence proves it has not attained its object.

"It advises travellers by sea to sing, talk, play and amuse one another; in a word, to find occupation for body and mind. Do not lie down, is another recommendation. Wear a wide, tight belt which does not squeeze you. If possible, choose your time of travel by sea. In winter the sea is generally rough for five or six days a time, and then smooth; in summer a high wind may be counted on every fifteen or twenty days. Smooth seas may be hoped for when the moon is full and after the spring and autumn rains have beaten down the waves.

"The league, of which I am a member, advocates preventive treatment. Get your sea legs before going to sea. For this purpose it advises two hours a day on a swing for weeks or months before sailing, and a free indulgence in riding the merry-go-rounds. Take as many camel rides as you can; if camels are not handy, devote yourself to the toboggan and loop-the-loop, and when at home use a rocking chair. Americans and Englishmen are less troubled by seasickness than the French, not because they travel more, but because they pass hours in rocking chairs."—Washington Post.

POLICE COURT.

Cheung Yuk, of No. 11, Pottinger Street, (first floor) was charged this morning before Mr. E. R. Hallifax with assaulting two maid servants aged eleven and ten.

The two girls went to the Central Police Station early this morning and reported the matter. Case was remanded till tomorrow morning. Bail \$100.

GOVERNMENT HOUSE.

We are desired to state that Mr. Timmerscheidt, accompanied by Mr. Dannenberg, has most kindly consented to play the Cesar Franck Sonata on the occasion of Lady Lugard's weekly "At Home" tomorrow (Friday) afternoon, by special request.

CHINESE TELEGRAMS.

GERMAN CROWN PRINCE AND CHINA.

[("SHANGHAI PO" SERVICE).]

Peking, May 11.

It is reported that Prince Tao has received a letter full of advice from the Crown Prince of Germany. The letter dealt with the present critical situation of China, and stated the only hope of saving the country from ruin was by setting at liberty all the political prisoners and by giving them high positions.

The Crown Prince also stated in the letter that by this way the partition of China could be saved.

Prince Tao has had a conference about this matter and Prince Tsun, Prince Su and the President of the Army Board are strongly in favour of the scheme. They have decided to send a joint memorial to the Throne accordingly.

KULUN DESTROYED BY FIRE.

DAMAGES \$20,000,000.

[("SHANGHAI PO" SERVICE).]

Peking, May, 11.

The capital of Kulun has been entirely destroyed by fire. The damages have been estimated at about \$20,000,000.

RAILWAYS OF CHINA.

[("SHANGHAI PO" SERVICE).]

Peking, May 10.

An Imperial decree has been issued instructing the Board of Finance and the Board of Communications that in future all the main lines of the railways in China will be under the direct control of the Government, while the branch lines will be run by the merchants.

MINISTER AT BERLIN.

RETURNS TO PEKING.

[("SHANGHAI PO" SERVICE).]

Peking, May 10.

H.E. Sir Loung Shing, the Chinese Minister to Berlin, has telegraphed to Peking saying that he will return to China by way of America within the next two months.

CHINESE TELEGRAMS.

BANK SHAREHOLDERS.

AT LOGGERHEADS WITH PRESIDENT.

[("SHANGHAI PO" SERVICE).]

Peking, May 10.

The shareholders of the Communication Bank are having friction with the President of the Board of Communications over the declaration of the dividend by the bank.

TROOPS FOR TURKESTAN.

NO HOSTILITIES.

[("SHANGHAI PO" SERVICE).]

Peking, May 10.

The Grand Councillors have telegraphed to the Governor of Turkestan to station soldiers at all the important posts along the frontier, but on no account should they open up hostilities, which will eventually lead China to war.

THE CANTON REVOLT.

FORCES UNRELIABLE.

[("SHANGHAI PO" SERVICE).]

Peking, May 11.

Although the tumult has been subdued in Canton, the Grand Councillors are of opinion that the forces in Canton cannot be depended upon, and they are considering the best measures to be taken for the safety of the place in future.

NAVAL EDITOR IN THE EAST.

T. B. Brown, of the staff of "Our Navy," with Mrs. Brown and their little son, are visitors to Manila, having arrived on the Tacoma Maru.

Mr. Brown, who is touring the east in the interest of "Our Navy," will spend two months in the Philippines visiting points of interest and preparing special articles for his magazine. He made a tour of Japan before going to Manila and will visit China after the completion of his visit in the islands.

"Our Navy" is a monthly magazine published at San Francisco, and is devoted to the enlisted men of the Navy. During recent years a number of navy magazines have come into existence, only to throw up the sponge at the first hurdle; and that "Our Navy" has weathered the storm and reached that degree of prosperity that permits sending a special staff man to the East speaks well for the esteem in which the magazine is held by the men of the service.

THE GAMBLING PROBLEM.

MACAO A GAMBLING HELL.

One of the best signs of a sincere desire to reform in any one direction is to be found in the efforts to reform in other directions which naturally arise from the primary effort. Whenever a man or a nation definitely sets itself to make a change in its moral standards, or even in the practice which never rises so high as the standards set, it is almost a certainty that the proposed changes will bring with them changes in other directions no less beneficial. A remarkable instance of this is to be seen in China at the present time. The general awakening of the country to the seriousness of the opium evil, and the determination of all classes to stamp out the evil, have been fruitful in other directions also. A general awakening of the moral sense seems to have taken place and so, contemporaneous with the opium campaign, there has been an attack on another of the traditional indulgences of the people, namely, the gambling evil. In some provinces, notably in Kwangtung, the authorities have not scrupled to make this national proclivity for games of chance a source of income, and for many years licensed gambling houses have contributed no small sum to the provincial revenues. In other provinces the same habit has been utilized in other ways, especially, as at Hankow, in the shape of lotteries.

During the last two years the people of Canton, led by the younger officials and the advanced section of the educated class, have sought to get rid of the gambling evil and have chosen as their first point of attack the licensed houses. The late Viceroy, unable to find a source of revenue to take the place of the threatened gambling licences, temporized and learned the truth of the proverb that he who hesitates is lost, for eventually he was removed from office largely because of his attitude on this question. His successor had an equally difficult problem to face, but he has faced it, and from the end of March last the gambling revenue disappeared from the provincial assets.

The victory has set the Cantonese people more than ever determined on the suppression of all forms of the habit, and as it was well known that the Portuguese Colony of Macao, whence so many Portuguese-Chinese derive their baffling dual nationality, was simply one gigantic gambling hell, they prevailed upon the provincial authorities to take steps to secure the co-operation of the Macao authorities in the suppression of the evil.

After some considerable delay the Portuguese authorities have at last been moved to act, and an undertaking has been drawn up by which the systematized gambling, for which the Colony has been so notorious ever since it began to lose its commercial importance by reason of the rise of Hongkong, is to be stopped entirely at an early date, probably about the end of September. The final details remain to be settled, but there appears to be every prospect of a favourable termination to the negotiations. Should this desirable consummation be achieved it should be the precursor of quite a series of similar undertakings, and must be regarded as a distinct credit to the people of Canton.

It will serve to emphasize the fact that the regeneration of China is not a spasmodic or half-hearted thing but a great and serious movement, with which the world at large will have to reckon in all seriousness. It is to be borne in mind that what ever may have been the case in regard to opium there has not in the connection been any force at work except the re-awakened moral sense of the people, and this being so the progress of the movement is one of the most significant auguries of the present generation. — National Review.

SPECIAL TELEGRAMS.

BIG FIRE IN TOKIO.

2,000 BUILDINGS BURNED.

[("INDEPENDENT NEWS" AGENCY).]

Tokio, May 11.

A big conflagration broke out here on Tuesday, when a wide area, including 2,000 buildings, were reduced to ashes.

The fire continued to burn furiously until the next morning.

SEQUEL TO THE NATIVE BANK SENSATION.

As a sequel to the sensational Chinese banking occurrences published in these columns, in our issue of yesterday, Wong King Sam was brought up before Mr. J. L. Wood, at the Magistracy today, on a charge of the larceny of money by means of a trick.

Mr. Hind prosecuted on behalf of the "Lai Lung" Bank, and Mr. d'Almeida defended.

Mr. Hind asked for a week's remand, as in all probability there would be eight other charges preferred against the prisoner at the instance of eight other banks.

Mr. d'Almeida asked for bail, but the prosecuting solicitor opposed, as he said that the other men had absconded, and the defendant might as well. Besides there were bankruptcy proceedings to be taken as well. Continuing Mr. Hind said the prisoner and others had opened a shop and some of the men, who were not in custody, went round to various banks, and procured from them some foreign currency. This was taken to the Wing Yuen shop, and the messengers who brought it were asked to return in an hour, when they would be paid. After that interval, they did return, and found that the shop was shut, most of the men had disappeared and only the defendant was found in an upstairs room.

His Worship decided to grant bail and fixed it at \$5,000. The case was adjourned till Monday next.

The Weather Forecast.



On the 11th at 11.55 a.m.—The barometer has fallen slightly over S.W. Japan and the E. and N.E. coast of China, and risen considerably in N.E. Japan.

The low pressure area extends from Tongking, in a Northeast direction, to the Yangtze valley. The high pressure area still lies over E. Japan.

Moderate to fresh S.E. and S. winds may be expected over the N. part of the China Sea.

Longkong rainfall for the 24 hours ending at 10 a.m. to-day, 3.15 inches.

Forecast District.

- 1.—Hongkong and Neighbourhood, S.E. and S. winds, moderate or fresh; squally, showery.
- 2.—Formosa Channel, same as No. 1.
- 3.—South coast of China between Hongkong and Lamoo, same as No. 1.
- 4.—South coast of China between Lamoo and Hainan, same as No. 1.

Banks.**HONGKONG AND SHANGHAI BANKING CORPORATION.**

PAID-UP CAPITAL\$10,000,000.
RESERVE FUND\$1,000,000.
RESERVE LIABILITY OF PRO.\$1,000,000.

COURT OF DIRECTORS:
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G. H. Medhurst, Esq. — Deputy Chairman
F. H. Armstrong, Esq.
G. H. Balfour, Esq.
A. Forbes, Esq.
G. F. Frieland, Esq.
G. S. Gubbay, Esq.

CHIEF MANAGER:
Hongkong—N. J. STABH.
MANAGER:
Shanghai—H. E. R. HUNTER.
LONDON BANKERS—LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per annum on the daily balance.
ON FIXED DEPOSITS:
For 3 months, 2 1/2 per cent. per annum.
For 6 months, 3 per cent. per annum.
For 12 months, 4 per cent. per annum.
N. J. STABH, Chief Manager.

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 1/2 per cent. per annum. Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
N. J. STABH, Chief Manager.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853.

HEAD OFFICE—LONDON.

PAID-UP CAPITAL£1,000,000.
RESERVE FUND£1,000,000.
RESERVE LIABILITY OF PROPRIETORS£1,000,000.

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 2 per cent. per annum on the daily balance.

On Fixed Deposits for 12 months, 4 per cent.

On Fixed Deposits for 6 months, 3 1/2 per cent.

On Fixed Deposits for 3 months, 2 1/2 per cent.

Wm. DICKSON, Manager.

Hongkong, 1st May, 1911. [22]

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP ... Yen 20,000,000
RESERVE FUNDS ... 16,800,000

Head Office—YOKOHAMA.

Branches and Agencies
TOKIO. HANKOW.
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HONOLULU. MUKDEN.
BOMBAY. TIE-LING.
SHANGHAI. CHANG-CHUN.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per annum on the daily balance.

On fixed deposit:—
For 12 months4 per cent. p.a.
" 6 "3-1/2 " " "
" 1 "2-1/2 " " "

" TAKEO TAKAMICHI, Manager.

Hongkong, 13th March, 1911. [18]

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP...Gold \$3,250,000
RESERVE FUND.....Gold \$3,250,000

Gold \$6,500,000

HEAD OFFICE:—
60 Wall Street, New York.

LONDON OFFICE:—
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LONDON BANKERS:
BANK OF ENGLAND,
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LIMITED.

BRANCHES AND AGENTS
ALL OVER THE
WORLD.

THE Corporation transacts every description of Banking and Exchange Business, receives money on Current Account at the rate of 2 per cent. per annum on daily balances and accepts Fixed Deposits at the following rates:—

For 12 months 4 per cent. per annum.

For 6 " 3 1/2 " " "

For 3 " 3 " " "

GEO. HOGG, Manager.

No. 9, Queen's Road Central,
Hongkong, 20th Feb., 1911. [19]

Banks.**DEUTSCH ASIATISCHE BANK.**

CAPITAL FULLY
PAID-UP.....Sh. Tals 7,500,000
HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS—BERLIN.

BRANCHES:
Berlin Calcutta Hamburg Hankow
Kobe Peking Singapore Tientsin
Tientsin Tsingtau Yokohama.

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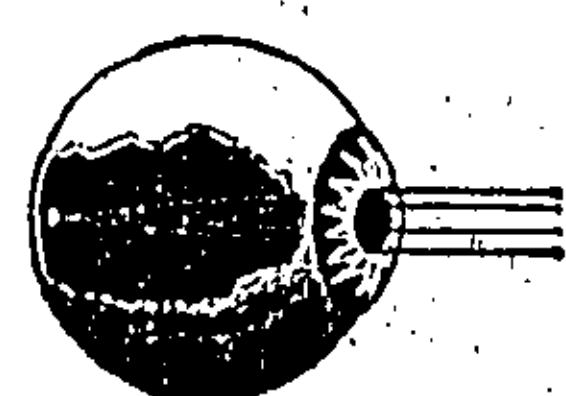
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AGENCY.

DIRECTOR DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current
Account. DEPOSITS received on terms
which may be learned on application.
very liberal for of Banking and
exchange bills most transacted.

R. TIMMERSCHIEDT,
Manager.

Hongkong, 16th Mar., 1911. [2]

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No charge for sight testing.

Doctors' prescriptions accurately filled.

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Ophthalmic Optician,
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Hongkong, 1st April, 1911. [20]

CHINA MUTUAL LIFE INSURANCE CO., LTD.**HEAD OFFICE, SHANGHAI.****DIRECTORS AND OFFICERS:**

J. A. Wattie, Esq., Managing Director.

A. J. Hughes, Esq., Secretary.

S. B. Neill, Esq., F.I.A., Actuary.

A STRONG British Corporation Re-
gistered under Hongkong Ordina-
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panies' Acts, England.

Insurance in Force...\$37,855,885.00

Assets 8,415,250.00

Income for Year ... 3,666,669.00

Insurance Fund..... 8,210,813.00

LEFFERTS

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and the Philippines.

B. W. TAPE, Esq.,
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ALEXANDRA BUILDING.

C. LAWDER, Esq., Inspector,
Hongkong.

ADVISORY BOARD,

HONGKONG.

Sir Paul Chater, Kt., C.M.G.

T. F. Hough, Esq.

C. J. Lafrentz, Esq.

Hongkong, 26th Jan., 1911. [810]

PEAK TRAMWAYS CO., LIMITED.**TIME TABLE.****WEEK DAYS.**

7.00 a.m. 7.30 a.m. to 10.00 a.m. Every 10 min.

10.00 a.m. to 11.00 a.m. " 15 min.

11.30 a.m. to 12.45 p.m. " 15 min.

12.45 p.m. to 1.15 p.m. " 10 min.

1.15 p.m. to 1.45 p.m. " 15 min.

1.45 p.m. to 2.15 p.m. " 10 min.

2.15 p.m. to 3.00 p.m. " 15 min.

3.30 p.m. to 5.00 p.m. " 15 min.

5.00 p.m. to 8.00 p.m. " 10 min.

8.45 p.m. and 9 p.m., 9.45 to 11.15 p.m.
every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. Every 15 min.

9.00 a.m. to 9.30 a.m. " 30 min.

9.30 a.m. to 10.30 a.m. " 15 min.

10.30 a.m. to 11.00 a.m. " 10 min.

11.45 a.m. to 12.00 noon " 15 min.

12.00 noon to 1.00 p.m. " 10 min.

1.00 p.m. to 5.00 p.m. " 15 min.

5.00 p.m. to 6.00 p.m. " 10 min.

6.00 p.m. to 7.00 p.m. " 15 min.

7.00 p.m. to 8.00 p.m. " 10 min.

NIGHT CARS as on Week Days.

SATURDAYS.

Extra cars at 8.15 p.m., 11.30 p.m.
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SPECIAL CARS by Arrange-
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Alexandra Buildings, Des Voeux Road
Central.

JOHN D. HUMPHREYS & SON,
General Managers,
Hongkong, 1st April, 1909.

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The Peak,
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Tel. 66.

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MANAGER.

Hongkong, 19th April, 1911. [27]

Ships.**PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.**

ALL dispatch VESSELS to the Unconventioned PORTS on or about the DATES named—

FOR SHANGHAI, MOJI, KOBE & YOKOHAMA

CHRYLON 1 p.m. Freight or Passage.
Capt. A. E. A. Baker... 12th May

LONDON, VIA DELTA Noon. See Special
Capt. E. P. Martin, R.N.R. 13th May Advertisement.

LONDON & ANTWERP About Freight and
WERPV. STOUR, PENANG, CMB, PORT SAID AND MARSEILLES 17th May Passage.

SHANGHAI, MOJI, KOBE & YOKOHAMA

POONA About Freight only.
Capt. A. H. Vine 19th May

LONDON & ANTWERP About Freight and
WERPV. STOUR, PENANG, CMB, PORT SAID AND MARSEILLES 31st May Passage.

For Further Particulars, apply to
P. & O. S. N. Co.'s office,
Hongkong, 10th May, 1911.

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FOR SHANGHAI, NAGA-SAKI, KOBE and YOKOHAMA

" GNEISENAU " 16,000 About MONDAY,
Capt. Ph. Obenaus 15th May

" DRUFFLINGER " 17,000 WEDNESDAY,
Capt. F. Prosch 17th May

MANILA, YAP, ANGAUR, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE

" PRINZ SIGISMUND " 6,000 SATURDAY,
Capt. R. Brauning 20th May
at Daylight.

KOBE & YOKOHAMA " COHLERZ " 6,750 About TUESDAY,
Capt. H. Raegenor 30th May.

NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN

" BULO " 16,000 WEDNESDAY,
Capt. H. Forster 31st May
at Noon.

KUDAT & SANDAKAN " BORNEO " 6,050 End of May.
Capt. F. Neubill.....

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New System of Telefunken.

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NORDDEUTSCHER LLOYD MELCHERS & CO.,

GENERAL AGENTS, HONGKONG and CHINA.

Hongkong, 4th May, 1911. [7]

Hotels.**HONGKONG HOTEL.**

FIRST CLASS AND UP-TO-DATE.

J. H. TAGGART,
Manager. [25]

Hongkong, 20th April, 1911.

GRAND HOTEL,

Telephone 197.

MANAGEMENT & CUISINE UNDER EUROPEAN MANAGEMENT.

857] F. REICHMANN, Proprietor.

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QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel, Recently renovated, and under entirely New Management. Large and Comfortable Rooms, Excellent Cuisine under the supervision of an Experienced FRENCH CHEF, and separate Tables, Hot and Cold Baths, Electric Light throughout. Terms moderate. First Class accommodation for Families and Tourists.

Under Personal Supervision of

L. GAMEAU,

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Telegrams "Astor." [24]

OPEN AIR SKATING RINK**BELLE VIEW HOTEL.**

Telephone No. 907.

SESSIONS 10 A.M. to 12 Noon.

2 P.M. to 4 P.M.

Admission 25 cents.

5 P.M. to 8 P.M.

9 P.M. to 11 P.M.

Admission 50 cents.

String Band will play at the above Hotel every Sunday commencing from 4 p.m. to 10 p.m.

W. GALLAGHER,
Manager. [23]

Hongkong, 19th April, 1911.

Hotels.**BAGUIO HOTEL.**

The Mountain Capital's New and Modern Hotel

BAGUIO, PHILIPPINE ISLANDS.

Hot and Cold Baths. Excellent Cuisine.

Running Water in Each Room.

LIVERY STABLE and GARAGE IN CONNECTION.

Rates 5 and 6 Pesos per Day. Special Monthly Rates [302]

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WHISKIES, MARSALES,
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PORTS, CLARETS,
BURGUNDIES,
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ALES BEERS AND STOUTS,
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CALDBECK, MACGREGOR & Co.,

WINE AND SPIRIT MERCHANTS,

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Hongkong, 6th May, 1911. [12]

WEISMANN, LIMITED.**BAKERS****CONFECTIONERS****CATERERS****RESTAURANTEURS**

14, Des Voeux Road Central.

Hongkong, 20th April, 1911. [197]

For Sight Seeing in an Up-to-date**MOTOR,**

RING UP 1036.

THE EXILE MOTOR GARAGE.

Hongkong, 15th April, 1911. [1058]

THE LONG AND SHORT OF IT

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SHORTEST TIME

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If not, why??

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8, ICE HOUSE STREET.

Hongkong, 6th May, 1911. [109]

OUR CONTEMPORARIES.**WHAT THEY THINK.**

China Mail.

THE OPIUM AGREEMENT.

It will be agreed, we think, that on the whole the Agreement is one that will command general approval. As far as possible a middle course seems to have been steered, so that, generally speaking, obligations are not expected of one side without a corresponding requirement being looked for from the other party. Total prohibition within a measurable time is undoubtedly the policy which finds favour in both countries, and we are pleased to note that unless circumstances very much change, the ten-year period is to be still observed; for, as was pointed out last year in the House of Commons during the discussion on the Indian Budget, any shortening of that period would lead to serious financial and administrative questions and place an excessive strain on the finances of India, the temper of the opium cultivators, the taxpayers, both in British Provinces and in native States, and in the relations of the Indian Government with those of the native States. So, far China has shown ample proof of her undoubted earnestness in the anti-opium campaign on which she has entered, and if she continues as she has begun, British co-operation is assured, despite the fact that we shall probably be bearing the lion's share of the loss which the wiping out of the traffic will bring in its train.

Daily Press.</

Intimations.

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and print the news without fear or
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A. B. C., 5th edition
Western Union.THE
Hongkong Telegraph

HONGKONG, THURS., MAY 11, 1911.

THE VETO AND HOME
RULE.

The veto bill seems to have us many different faces as a well cut diamond, and to bear on many different questions. In fact one would take it to be the very cross roads, at which all issues meet, and, passing on, reach that final issue which must mean not only the fate of the United Kingdom, but of the whole Empire, and, in no small degree, the entire world. While this may be the case, and while the interest of this and other colonies is centred round the possibilities and probabilities of fiscal reform within the Empire, it is meet that, now and again, we should turn our attention to home affairs of pressing moment. The ascendancy in the House of Commons of Mr. Redmond, and his dictatorial attitude on the question of the Lords' veto, naturally calls to one's mind his pet scheme, the obtaining of Home Rule for Ireland. The original proposal, of 1880, to grant the Green Isle a Home Parliament on College Green, Dublin,

still stands good. The Irish party, in the Commons, stands pledged to do its best to secure a separate autonomy, absolutely distinct from that of the rest of the British Isles. If such a thing could be done, England would be in a better financial position than she is, for Erin has been a veritable millstone round her neck ever since Earl Strongbow commenced its subjugation centuries ago. Its history is replete with disloyalty to the British monarchy, and there is no reason now to suppose that she has had a sudden accession to that most inestimable virtue, but yet the English elector is asked to support a proposal which would create a thorn to pierce his own side. It is not meet that the time-worn jibes about "Home rule, Rome rule," etc., should be brought up, nor that Ireland's latent disloyalty should be unduly pressed as an argument against the proposal of the Dictator's party, but without these, without considering the fierce invective showered upon England and things English by the potential rulers of the sister island, there still remains the discussion of the matter from a purely business point of view. Even here it is not necessary to expend time and energy in collating argument, for one fact alone is sufficient to form an overwhelming case against any proposals for a separate Parliament. The fact that Ireland is not self-supporting, and that it is dependent on England for from 3 to 4 million sterling per annum, is an answer, a complete answer, to the case made out by the Home Rulers. Her constabulary is maintained at the expense of the English taxpayer, he pays for her joint protection with the rest of Great Britain, the cost of her ocean borne mails is again his to meet, and added to that is the fact that he provides the biggest market for her goods. If that does not give England a large say in the management of the internal affairs of Ireland, we must confess that we do not know what does. Supposing Home Rule were granted to Ireland and the English contributions were continued, Britannia would be fostering a serpent in her bosom, and if she were to withdraw her annual subsidy, then she would be guilty of financial murder. Yet the times are fraught with tremendous possibilities. The House of Lords have been, and are, in Mr. Redmond's own words, the barrier which has balked the Irish party of its dearest aim time and time again. The fortune of a general election has placed the balance of power in the hands of the small body of Irish members who, though divided on small matters, are united on the one great issue. The limitation of the power of the Lords in the manner proposed by the Veto Bill would effectually remove the last barrier. Once that is passed the way is clear. A heterogeneous Government, such as the present, whose majority is dependent upon the Irish vote, can by passing the veto and the Home Rule Bills secure, and hold office, for the full term of five years, during which period they can assure, by the mere flux of time despite the Lords, despite what we believe to be still the will of the people, that the Parliament on College Green shall be "unfai accompli." We cannot conceive for one moment how the electors at Home have failed to realize the seriousness of the position. That they have is clear from the papers supporting every party. The political horizon is overcast with the phantasmic glamour of talk about Devolution, the decentralizing of administration, the crystallizing of responsibility,

and such like, glorious phrases of the "tinkling cymbal" order, which catch the ear and hide the venomous spirit of disunion beneath the attractions of a promised Utopian future. Disruption is the only possible outlook, and instead of binding together, and rendering strong, the mightiest Empire the world has seen, hands seem ready and, on the inside, to tear it down, and throw to the four winds of heaven that mighty structure, built by the sword of generations and welded by the gold of commerce, which has been a power for good in a world where might has not always stood for right. "There is a tide in the affairs of men which taken at the flood leads on to fortune." The continuation is too well known to need quotation. The tide has come and time alone will show whether the nation will be left in the shallows of mediocrity or be carried on to the fullness of fortune which must come if "England to herself remains but true."

HONGKONG DAY
BY DAY.

The annual meeting of the Horticultural Society is held today.

Prince Chun is to leave Peking today as the representative of China at the coronation of King George.

There were two escapes from Victoria Gaol last year, but one of the prisoners was recaptured by the police.

Last year the formation of pine tree plantations in the Harbour Belt was continued. The number of silosown was 528,200.

Two hundred acres of plantations on Mount Davis and 70 acres at Aberdeen were felled during the year. The revenue derived was 8,955 dollars.

Four thousand eight hundred and sixty seven prisoners were admitted into gaol during the year against five thousand two hundred and twelve in 1909.

Nearly five million forms were printed at the Gaol last year and 23,509 books bound. Thirty-seven men were engaged in book-binding and 48 in the printing.

Mr. S. B. C. Ross, District Officer, Tai-po, states that a pier at Castle Peak has been projected but no work has been taken in hand. This pier, when complete, will be a valuable terminus for the railway, and is absolutely essential.

Miss Vera Ferraco arrived in Manila on the 6th inst. from Hongkong on the Changsha. Miss Ferraco has gone to Manila to fulfil an engagement with Manner Frankel of the Apollo theatre and made her first appearance before a Manila audience on the day of her arrival.

A German, staying in Canton, created a disturbance on the 8th inst. by heavily striking, whilst drunk, a policeman. A large crowd assembled in front of a hotel in which he had taken refuge, and demanded he should be given up to them. The police intervened and the man was conducted to the Shamoon.

Myron H. Chandler, chief clerk of the bureau of health, has arrived in Hongkong to investigate conditions there regarding the manufacture of meat products. While here Mr. Chandler will also look into the plague situation, for as yet only the most meagre reports have been received concerning the plague. The "Cable News American."

Mr. Henry Dallas and his bright "Polites" open again to-morrow night at the Theatre Royal. The programme will be as eminently musical as the previous one, and if the reception accorded the company up north is any criterion to go by we may be assured that appreciative houses will be present here on Friday and Saturday evening.

THE "ASIA" PIRACY.

MR. LEFFERTS KNOX'S
STORY.

The wreck of the Asia on Fing-fook on April 30th, about which vivid descriptions and interesting stories have been written, is still a topic of conversation and discussion, despite the fact that the proverbial nine days during which wonder is retained have passed. The story, however, presented has been and is welcomed by the reading public, for it is not one of the most sensational wrecks, to use an hackneyed phrase, that has taken place, on this side of the Suez Canal for many a long day.

The "Telegraph" which at the time of the accident published a long and correct account of the wreck, has secured the following welcome and interesting supplementary story from Mr. Lefferts Knox, who was a passenger on the ill-fated ship, and who has now returned to Hongkong. Mr. Knox cordially received our representative, who sought an interview, and motioning him to a chair, said:

"I think the story is pretty well played out, but I will tell you what I can of the disaster. As you know," he said, "the boat struck the rock about 5.30 on the morning of April 30th. At that time I was asleep in my cabin which was on the port side. The sudden arrest of the boat's progress, the tearing of her plates, sounding like the noise produced by the lowering of the anchor, roused me from slumber. I had not to get out of bed, I rolled out," he continued laughingly, "and from the big list which the boat took on on the port side I know something must be wrong."

He went on deck and discovered for the first time that she was on the rock. He was surprised at the calmness that reigned. There was no confusion. He stayed on deck probably ten minutes, then went back to his cabin and quietly, though hurriedly, packed up his belongings. Of course, he proceeded, some things were left behind, but very few. Again going on deck the passengers were told they must put on life preservers. Immediate danger was not anticipated, but there was the possibility of the ship slipping off the rock into eight or ten fathoms of water. If she had slipped off nothing could have saved her from sinking. "I presume," he went on, "that about three quarters of an hour later the boats on the port side were lowered. It would have been a very difficult matter to lower the boats on the starboard side owing, as I pointed out, to the big list. The women and children were following out the common courtesy of Englishmen, lowered into the boats first and the men followed."

It was an easy matter for us to board the boats for there could not have been more than two or three feet from the lower deck to the sea level. Once aboard the boats we went round a point, probably not more than half a mile from the Asia, and landed there. That, as near as I can judge, would be about 6.30. Our baggage was landed, provisions and water. In fact we had enough provisions to last us for a day.

We were going to and from the ship bringing baggage and provisions when the Shao-shing came up, and that of course did away with the necessity of taking any further steps in regard to supplies. All were told to make ready to board the Shao-shing. At that time we had been on shore about two hours. The day was foggy, gave no signs of clearing, and we were compelled to anchor probably a mile from the Asia. At times we could see her, at others we could not.

Boats continued to bring off mails, passengers' luggage and whatever they could lay their hands on. This work proceeded until dark. An amusing part of this proceeding, said Mr. Knox, and he smiled as he related it, was that one sailor in the boat held up a woman's wig and solemnly asked "Whose is this?" The sailors had worked hard and were no doubt tired. They were sent to the Asia just before darkness ensued but were unable to come near to her on account of fog and a rough sea. Some of the boats that

had left the Asia were still missing.

When the fog lifted slightly the Captain of the Shao-shing intimated to the anchor, his intention being to drop back round the other side of the island so that the boats could come with the aid of the wind and tide to the Shao-shing. We had no sooner got started than the fog settled down again. We, however, made our way to the other side of the island two or three miles away and blew our whistle to give the boats an idea of our position. We also sent up blue lights, but these two attempts to give the boats an idea of our location were abortive.

The First Officer of the Shao-shing and one of the officers of the Asia wanted to return to the wrecked vessel to assist Captain Gaukrodger, First Officer Mills, the chief engineer and three Chinese sailors who had remained aboard, but the captain of the Shao-shing would not permit them to do so, deeming it too dangerous.

About ten o'clock at night a blue light was seen near the Asia. Thinking those on board required assistance the crew of the Shao-shing entered boats and attempted to get near the Asia to render assistance. The fog was still heavy and in about an hour and a half the boats returned and reported they were unable to get there owing to the strength of the tide. No further attempts were made during the night, but next morning we lifted the anchor and moved back to where we were the night before. Captain Gaukrodger and the others on the Asia left and rowed to the Shao-shing.

We then went in search of the missing boats containing passengers. We picked up all but one. Some were in the boats, some in junks. We renewed our efforts to find the missing boat when we came near to the America Maru. The Maru went on to the Asia and later we megaphoned to her and she stated she had picked up the missing boat load from Chinese sampans.

One man was, however, still missing—Arundel—of whom, no doubt you have heard so much. This last boat load had been taken care of by Chinese the night before and had been treated very well. In the morning they expressed the wish to return to the Asia. All but Arundel boarded a sampan and as one of the officers had a revolver they made towards the wrecked boat when they met the America Maru.

Arundel, evidently thinking that the sampan was too full, boarded another sampan. He had no means of protection and could not force the owners of the small boat to take him to the Maru. The matter was reported at once to Capt. Stevens of the Maru and he sent out men to search for Arundel. The search party returned, their labours having been in vain. The captain of the Shao-shing reported to the captain of the America Maru that he was running short of water, and said he would have to make for Shanghai.

We asked the Maru's captain to try to discover the missing man. We left for the port and meeting another steamer we asked them by megaphone to stand by the Asia. Concluding his description of the wreck Mr. Knox wished to impress one point upon those who would read this story. The officers of the Asia from the captain downwards and including the Chinese crew could not have done better. That was not only his opinion but the opinion of all the passengers on board. "They deserve the little praise they will get out of this unfortunate affair," he said.

The night after the arrival at Shanghai the crew and officers of the Shao-shing and those of the Asia, with the exception of the Captain were entertained to dinner by the passengers and presents valued at 500 or 600 dollars, subscribed by the passengers, were given to the officers and crews in recognition of their admirable work.

In writing on this subject one week ago, we expressed the opinion that "the public will await with interest a full investigation of the circumstances surrounding the piracy, and whether or not a course of action might have been adopted which would have prevented it." From the statements of Arundel, who was the last man to visit the ship, and who passed through the most trying ex-

perience of any of those who were wrecked, it would seem that the necessity of resorting to the use of firearms was only for the purpose of keeping the looters away from the ship until the passengers, with their baggage and the mails, could be removed in safety. After this had been accomplished, little seems to have been done to protect either the ship or the cargo. While there is nothing to show that the fishermen were ready to help in saving the ship, there is, on the contrary, no evidence to show that any violence was intended upon the passengers or crew. When Arundel reached the shore, he seems to have been dealt with as kindly as possible. The fact that the ship was abandoned and left without protection gave ample opportunity for the villagers to reap a harvest. Apart from the interviews which we have published with several persons who were in the wreck, we have nothing to guide us as to the details concerning the loss of the ship and its abandonment. According to the latest information, the use of firearms by the officers and crew of the ship resulted in no loss of life, and the fact that no official enquiry was held in Shanghai goes to show that those who know most about the circumstances do not consider the alleged piracy in a very serious light.—"Shanghai Times."

UNREST IN CHINA.

A CRITIC'S VIEW.

According to visitors from the South of China the unrest in the country is more marked and more significant than it was even in such periods of national danger as the war with Japan or the Boxer rising. Trade depression is acute, and robberies and acts of violence are increasing daily. Crime is not only rampant throughout the Canton delta but it has also spread to Hongkong, where the Chinese residents are not free from blackmailers or immune from personal attack. The Government of Hongkong is cognisant of the seriousness of the situation, and in addition to increasing the police force has introduced whipping in the hope that it will prove a deterrent.

The outlook for settled progress is not what it should be, and the insecurity is fast driving money from the avenues of investment that not long ago seemed to be opening with such promise. Within recent years so much progress had been made in the introduction of machinery into China that students were more than justified in believing that the nation was fast escaping from the agricultural age of its history to enter into the industrial, but it seems that such a transition is not going to be successfully accomplished until the Government of the country is placed on a more stable basis, and until the Chinese are given wider political freedom than they now enjoy.

The ominous unrest in the market places reflects the serious anxiety underlying the social fabric, and until cause for this is removed or minimised the commercial prosperity towards which China seemed to be trending will be gravely checked. From the South have ever blown the winds to chill the Manchurian heart, and it is to the South that eyes must now be turned to gauge the character and the probable force of the storm that is rapidly brewing.

Observers who have kept closely in touch with events during many years note a more than ordinary disturbance generating, and it depends upon the move made in Peking whether that disturbance will be killed at its birth or encouraged to a strength sufficient to enable it to sweep the continent.

If Peking makes a false step now the people of the South will be up in arms, for their sympathies are with those who have been sacrificed in their fight for popular liberty. That at least is the firm conviction of those who know the South, and the peculiar elements that exist there.—Contributed to "Shanghai Times."

Rev. W. H. Foster, Pegg, lecturer to-night at the Chinese Y.M.C.A. on "Nansen's Farthest North."

SUPREME COURT.

SANDER WIELER ARBITRATION CASE.

Hon. Mr. H. E. Pollock, K.C., instructed by Mr. Brutton, of Messrs. Brutton and Holt, moved a motion on behalf of the Wing On firm that (this Court being of opinion that (1) Messrs. Dutton and Holyoak gave a finding upon two points, namely, whether the duck in question was of the width ordered and whether such duck was up to sample and that (2) Messrs. Dutton and Holyoak found that the said duck was of a different width from that ordered and was of inferior quality to sample and that (3) the above two points were the only points which Messrs. Sander WIELER and Company and the Wing On firm referred to Messrs. Dutton and Holyoak for their decision and that (4) Sander WIELER and Company have waived all other points whether of fact or law which they might or could have taken other than the above points as to width and quality and that (5) Messrs. Dutton and Holyoak having so found as aforesaid are not entitled to make any further pronouncement in the matter and that (6) the arbitrators have no power, in the case of a special contract for a special width of duck, to order the purveyors to accept the goods subject to an allowance) costs of the Wing On firm and of the arbitrators of and incidental to the special case and the supplement thereto and the argument thereon before the Court should be taxed and paid by Messrs. Sander WIELER and Company.

Mr. C. G. Alabaster, instructed by Mr. A. G. Jackson, of Messrs. Johnson, Stokes and Master, appeared to oppose the motion.

Mr. Pollock stated that that was shortly a motion under which his client asked for costs in view of the judgment delivered in the matter which set out what they apprehended were the findings on the points before the Court and on those findings they asked for costs. The motion set out what they respectfully apprehended and understood to be the various findings of the Court as set out in the recent judgment of the Court. The judgment went on to hold that Messrs. Dutton and Holyoak were not entitled to make any further pronouncement in the matter. He submitted that they were entitled to costs because they had succeeded upon a substantial matter, namely, that Messrs. Dutton and Holyoak had so acted and gave such a finding as to preclude them from proceeding further in the matter.

His Lordship—My first difficulty is rather a technical one. It puzzles me how I can give costs when no judgment has been given. I had merely expressed an opinion.

Mr. Pollock—Your Lordship has power to give costs.

Mr. Alabaster—Your Lordship has no power to give costs.

Mr. Pollock—Your Lordship has the fullest powers under Section 359 of the Code. There's nothing clearer than the meaning of that section. The matter which came before your Lordship can be taken to mean a proceeding in Court. If it was a proceeding, as I submit it was, then the Court has the widest possible discretion in the matter of awarding costs. We succeeded on the main contention, and your Lordship must remember what the main contention was, that the arbitrators were "functi officio." What we said was this: "We don't see how you can go in the matter further at all. You have already given your decision." The objection taken by Mr. Brutton was perfectly justifiable. Your Lordship we understood said that we were correct. Under these circumstances, we must ask your Lordship to give us costs.

His Lordship—The matter can be approached from two points of view. Suppose I assume that I did give judgment, then comes the question whether I have given judgment. There was no definite judgment. It was merely an expression of opinion.

Mr. Pollock—That does not present the matter which came before your Lordship from being a proceeding.

His Lordship—But no order was made? Mr. Pollock—The Court has come to a certain view in the matter, and that view is in our favour. If the Court has come to a certain view, then it is our duty to ask for costs.

Lordship for an order for costs. We have based this application on the finding of the Court. It can't be said that the proceedings were abortive.

His Lordship—It was abortive in this sense only—that there was no order made. You are entitled to say "It was abortive in our favour."

Mr. Pollock—Exactly. A somewhat difficult position was given rise to but that wasn't our fault.

Mr. Alabaster—We sent them a letter consenting to adopt any of the four suggestions by your Lordship. We have received no answer to that letter. This motion is by way of answer to the letter.

Mr. Pollock—We submit respectfully that we are entitled to costs before anything else. The fact that a critical situation arose, in fact a regular deadlock, was not our fault.

His Lordship—I said at the time that what I decided must not be taken to mean that it was in the nature of an award. It was merely, as I said, an expression of opinion.

Mr. Pollock—When the Court gives an opinion in this way, surely something must happen on that opinion! Something must be drawn up on paper.

His Lordship—Something was as matter of fact drawn up on paper. The practical result was that arbitration should not go on.

Mr. Pollock—That being so, the opinion was in our favour.

His Lordship—The real difficulty is that I have not expressed an opinion as to your legal rights as to costs. If I were to expressly find that there was no contract, then I would feel easier in my mind as to costs. The arbitrators never really went into the question.

Mr. Pollock—We can satisfy your Lordship as to the question of quality.

His Lordship—Why should either of the parties pay costs to the other?

Mr. Pollock—Because. Sander Wheeler insisted, and insisted unsuccessfully, that arbitration should go on. One party objected one way and the other party protested the other way.

Mr. Alabaster in reply contended that that application was altogether misconceived. There were different ways of dealing with the matter. Firstly, the Court had no power to award costs. The arbitrators had complete control over costs.

Counsel proceeded to quote authorities at some length.

His Lordship reserved his decision.

A SOLICITOR'S COSTS.

A somewhat amusing action occupied the attention of Mr. Justice F. A. Hazelard, Acting Puisne Judge, in the Summary Court this morning, when Mr. G. A. Hastings, solicitor, sued Li Yuet and Mack Chinn, married women, to recover the sum of \$40.70 for costs against the first defendant and as surety for the payment thereof as against the second defendant.

At the last hearing of the action the defendants were absent and the first defendant's son was asked by his Lordship to communicate with them with a view to their appearance in Court. When the case came on before his Lordship this morning, the first defendant's son in the course of a rambling statement informed the Court that he had received a letter that morning from the country. It was all the fault of the clerk to the plaintiff. When the plaintiff was engaged in connection with certain Police Court proceedings, he agreed to receive \$10 or \$20. Afterwards, he asked for \$30 and was paid the amount. Now he asked for another \$40 and it was rather hard on them to be asked to pay double. The thing was ridiculous.

His Lordship evidently disbelieved the story, for he entered judgment for the plaintiff with costs.

CHINESE ENGINEERING COMPANY WOUND UP.

Before his Lordship the Chief Justice, Sir Francis Piggott, at the Supreme Court this morning, Mr. Eldon Potter, instructed by Mr. F. X. d'Almada, of Messrs. d'Almada and Smith, moved a motion that the Kwong Hip Loong Company be wound up. The application was made ex parte.

Counsel read to the Court a petition which had been filed by the managing partner of the Kwong Hip Loong Company. The

petition set out that the Kwong Hip Loong Company was incorporated on the 9th September, 1898, under the Companies Ordinance of Hongkong. Its registered office was at 48, Connaught Road Central and its nominal capital was \$200,000, divided into 10,000 shares of \$20 each. The amount of capital paid up or credited as paid up was \$64,900. The objects for which the Company was established were (inter alia) to carry on the business of an engineer, carpenter and ship-builder, either in Hongkong or elsewhere. The Company was indebted to petitioners in the sum of \$6,045.82, balance due in respect of iron, brass and other goods sold and delivered. Petitioners had made repeated and urgent applications to the Company for the payment of its debt but the latter failed and neglected the same or any part thereof. The Company was unable to pay its debts. To the best of petitioners' knowledge, the Company's assets were valued at about the sum of \$150,000 and its liabilities at about \$190,000. In the circumstances, it was just and equitable that the Company should be wound up under the provisions of the Companies Ordinance of 1865 to 1890, or that such other order may be made in the premises as shall be just.

Counsel proceeded to state that he had the usual applications inserted in the local papers and there was no opposition.

His Lordship—Under normal circumstances, the Company could not be wound up on the mere grounds set out in the petition.

Mr. Potter—The Company is apparently in difficulties. It can't pay its debts. It's in severe pecuniary difficulties and it can't carry on.

His Lordship—The petition is granted.

Mr. Pollock—I must ask your Lordship for permission to apply in Chambers for liquidators to be appointed.

His Lordship—Yes.

HOW LORD NORTHCLIFFE GOT THE "TIMES."

When Lord Northcliffe was in Chicago a few months ago he told a friend who asked him the question as to the inside story of how he came to buy the London "Times."

"Of course," said Lord Northcliffe, "every newspaper man in England would like to own the London Times. It is the highest journalistic position in the world, in my opinion and in the opinion of most Englishmen. I was surprised one day to see the card of Moberly Bell, because Mr. Bell had not been particularly friendly to me in the past. I at once had him shown in and without hesitation he asked me if I would like to own the London Times? I said I would, very much. He said, 'I think I can get it for you.' When I asked how he came to bring the matter to me he replied that other interests were trying to get control of the paper and that he would rather have me get it than the other people. He said that the matter was put in his hands, and he believed he could pick up the controlling stock, which was owned by about eighty-five different stockholders. I asked him how much money he needed. He thought he could get through with \$300,000. I said, 'Don't you think you would feel safer with \$350,000?' He replied he would feel sure with that amount. I said, 'Very well, if you will go down to the Bank of England to-morrow morning at 10 o'clock and ask for a certain man he will put \$350,000 in your name.' Mr. Bell asked how I dared to turn over that amount of money without any cheque or receipt. I replied: 'Well, you have confidence enough to come to me and offer to buy the paper for me, and I have confidence enough in you to hand the money over to you.'

"Mr. Bell went to the Bank of England in the morning, called for the gentleman I had sent him to, and he said: 'How would you like the money, Mr. Bell—put to your credit or in bank notes in all or in part?' Mr. Bell replied: 'Put it to my credit and I will cheque on it.' "Mr. Bell attended to the picking up of the stock and made an accounting to me."

LEGISLATIVE COUNCIL.

THIS AFTERNOON'S MEETING.

A meeting of the Legislative Council was held in the Council Chamber this afternoon. His Excellency the Governor, Sir Frederick Lugard, presided.

There were also present:—

Hon. Mr. C. Clementi (Colonial Secretary).

Hon. Mr. C. G. Alabaster (Attorney-General).

Hon. Mr. A. M. Thomson (Colonial Treasurer).

Hon. Mr. W. Chatham, C.M.G., (Director of Public Works).

Hon. Mr. A. W. Brown, (Registrar-General).

Major General Anderson.

Hon. Capt. W. Lyons (Capt. Supt. of Police).

Hon. Mr. Wei Yuk.

Hon. Dr. Ho Kai, M.B., C.M.G.

Hon. Mr. H. E. Pollock, K.C.

Hon. Mr. E. A. Hewitt.

Hon. Mr. C. Montagu Ede.

Hon. Mr. C. H. Ross.

Mr. R. H. Crofton (Clerk of Council).

NEW MEMBER.

Before the business on the agenda was proceeded with, Mr. C. H. Ross took the oath of allegiance. He takes his seat on the Council in the place of the Hon. Mr. Keswick.

A CORRECTION.

His Excellency: Gentlemen: I rise, with your permission, to make a personal correction of an error in a speech which I delivered at the Council before last, regarding the railway. I said that no provision had been made in the estimates for a sinking fund for the current year. I had intended to correct the statement at the last meeting of Council, but for some unaccountable reason I omitted it. You will find, on page 100, that a sum of \$61,371 was provided to meet the sinking fund on the railway loan.

The Hon. Dr. Ho Kai put the following question, of which notice had been given:—

Will the Government lay on the table at the next meeting of this Council a return showing:—

(1) The total amount of revenue,

(2) The total amount of expenditure,

(3) The amount of margin (if any),

(4) The amount of military contribution, and

(5) Total amount spent on Public Works Extraordinary, for the years 1890 to 1910 inclusive?

The Government in reply to the question supplied the hon. members with a tabular statement giving the facts required. In 1890 the figures were:—Gross revenue, \$2,809,878; Extraordinary revenue, not assessed for military contribution \$330,690; ordinary revenue \$2,250,179. Gross expenditure was \$2,182,401 extraordinary \$9,150; ordinary \$1,882,272. Margin of excess of ordinary revenue over ordinary expenditure, exclusive of military contribution and volunteers \$307,007; amount of military contribution \$509,079 and total expenditure on public works extraordinary \$300,129. In 1910 the figures were:—Gross revenue \$9,060,809; extraordinary \$332,380; ordinary \$8,628,429; expenditure, gross, \$5,490,882; extraordinary \$1,176,487; ordinary \$4,295,053; margin of excess of ordinary revenue over ordinary expenditure, exclusive of military contribution and volunteers \$2,333,125; amount of military contribution \$1,372,486; and total expenditure on public works \$1,204,823.

FINANCIAL.

The Governor recommended the Council to vote a sum of two thousand nine hundred dollars (\$2,900) in aid of the vote Public Works Extraordinary, Buildings, Additions to No. 2 Police Station, and to vote a sum of ninety-five dollars and eighty-one cents (\$95.81) in aid of the vote Judicial and Legal Departments, E.—Land Registry Office, Other Charges, Official Receiver and Registrar of Trade Marks, Incidental Expenses.

MILITARY CONTRIBUTION.

Mr. C. Montagu Ede gave notice of the following question, which he would put at the next meeting:—With reference to the remarks of the Honourable Mr. Slade in the debate of the 8th October, 1908, will the Government lay upon the table some papers embodying the views and calculations of His Excellency the Governor upon the subject of the Military Contribution?

NEW BILLS.

The Attorney General moved the suspension of standing orders to deal with the bill for the amendment of the Census Ordinance of 1881. It was necessary that the bill should be put through rapidly as he believed that the census was to be taken on the 20th inst.

The standing orders being suspended the Attorney General moved the second reading of the Ordinance to amend the Census Ordinance of 1881. The bill had been explained by Sir Francis Piggott when going through the ordinances in course of revision. The second and third readings of the bill were carried at this sitting.

The Council went into Committee to consider the report of the committee appointed to deal with the regulation of the supply of electricity for lighting and other purposes within the Colony and its dependencies. The Colonial Secretary said that as the Bill had been considered clause by clause by the Public Works Committee, he moved that the Bill be read by numbers instead of reading the whole clause. This was adopted.

The Council then adjourned till Thursday next.

PREACHER'S DEFENCE OF THE THEATRE.

The Rev. Dr. Warschauer, pastor of Hopson-lane Congregational Church, Bradford, in the course of sermon spoke favourably of theatres, and advised Christian people to see good plays. At the close he was severely heckled by members of the congregation in all parts of the church.

Asked if he would support a national theatre, Dr. Warschauer said: "I think it is a grave omission on our part that while we have national support of picture galleries and colleges of music, we have not a national theatre, especially in a country which has produced the greatest dramatist the world has ever known."

Replying to another question, Dr. Warschauer said the fact that people appreciated low, frivolous stuff heard in some of the music-halls and theatres, was due partly to the miserable kind of education most people got. Economic conditions had a great deal to do with it. People worked very hard, with great expenditure of nerve force, and felt scarcely inclined for anything educational. Another answer was that many people dislike the theatre because they had not been to one, and because they did not know anything about it. They went and found it was not nearly so unholy a place as they imagined. That was the experience of the late Dr. Parker, who was fiercely prejudiced against it until he had been.

"Do you think an actor's life is subject to more than average temptations?" asked a lady. Dr. Warschauer: I am quite willing to recognise that the actor is open to certain temptations. So is the Civil Servant. So are grocers and lawyers.

Actors and actresses, he said, in reply to another question, were not Sabbatarians, adding, "I don't regard Sabbatarianism as necessarily an indication of a religious mind."

"Is not the drinking bar one of the chief attractions of the theatre?" was another question. Dr. Warschauer: It is only a small proportion of the people who drink between the acts and to imagine that the drinking bar is one of the chief attractions of the theatre is one of those wrong notions held by people who know nothing about the theatre. I wish fanatical temperance people would get the idea from their minds that the man who drinks is necessarily a drunkard.

It appears that two nights ago the masked which is used as the headquarters of the Boys' Brigade, St. Andrew's Church, Kowloon, was practically destroyed during the night. The library was wrecked, the books being thrown about in the mud, and the haversacks of the boys were likewise damaged. The electric light wires were torn down, and the bulbs smashed.

"PUNCH'S" LATEST.

"A curious barometer used in Germany and Switzerland consists of a pan of water with a frog and a little stop-ladder in it. When the frog comes out of the water and sits on the steps it is said infallibly to indicate rain."—Evening Telegraph.

And when it climbs down into the water it will be wet again.

"The weight of Awake II, goes up to 7st. 9lb. for the Cup Course Selling Handicap to-morrow, and this raises her burden to 7st. 9lb."—Glasgow News.

There is no shirking the relentless logic of this.

GREAT UNIONIST TRIUMPH.

"Another outstanding feature of yesterday's game was the referendum."—Liverpool Echo.

"Effie" in "The People's Friend": "If nicely cooked and stewed, baked haddock is very good."

The truth about "baked" haddock at last!

"At a meeting of the Tynemouth Junior Unionist Association, Mr. Joseph Knowles, the secretary, was speaking of the advisability of organising the ladies of the borough. 'We should embrace the ladies,' he said seriously, and an uproarious shout of approval greeted his sentiments. Of course, Mr. Knowles was speaking figuratively."—Newcastle Journal.

We are not sure that "figuratively" makes things much better for Mr. Knowles, but it freshens up an old jest.

From a report in "The Hampshire Observer" of a public meeting of the inhabitants of Old Alresford:—Mr. E. Broad then proposed that the Coronation be celebrated on the same lines as that of the late King, viz., by festivities and general rejoicing. On being put to the meeting this was carried unanimously. The question of the actual day was then considered. After some discussion Mr. Mills proposed the 22nd June—Coronation Day." Old Alresford is full of bright ideas.

JOURNALISTIC CANDOUR. "An apology seems due, and I have the greatest possible pleasure in tendering it, to a distinguished rowing critic, some of whose remarks appeared quite unconsciously in these notes last Sunday and without acknowledgment."—Pollex in "The Observer."

From the Civil Service Stores Catalogue:—

"Iron Saucepans 347

Sausages in tins 100"

Is this the result of displacing cab-horses by taxis?

"Defendant, struck witness in the face and knocked off her spectacles, which were bent on falling to the ground."—The Daily Telegraph.

If they were really bent on it we can only congratulate them on at last achieving their object.

Tommy (after the correction). "I sink I'll go back to Heaven where I came from!"

Tourist (at Irish hotel). "You seem tired, Pat?"

Waiter. "Yiss, Sorr. Up very early this morning—half-past six!"

Tourist. "I don't call half-past six early!"

Waiter (quickly). "Well, half-past five, then!"

"It was a feminine sightseer who left her hotel in a taxicab."—London Opinion.

Just like a woman. Still she could always get it back from Scotland Yard.

THE TIME AND THE PLACE.

For the Coronation.—To Let in Westminster, handsomely furnished flat, from which the sounds of the crowd, cheering, &c., can distinctly be heard, provided that the wind is in the right direction. For month, 80 guineas. For Coronation Day, 20 guineas.

For the Coronation.—Seats are now being fitted up on the top of the Nelson and Duke of York columns. Unequalled bird's-eye view of the procession. Every-

thing visible except the interior of the Abbey. Prices from 5 to 50 guineas. Book early.—The Summit Syndicate Ltd.

For the Coronation.—Magnificent stand is now in course of construction opposite the City Temple in case plans should be altered and the Coronation be held there. One never knows. Seating for 5,000, from 10 shillings. Excellent view guaranteed.

For the Coronation.—To Let, for the summer, Old-World Residence, near Leeds. Four reception rooms, fourteen bedrooms, garage, billiard rooms, offices, &c. Within two miles of station, which is within 4 hours' journey of Westminster Abbey. Per month, 100 guineas. Balcain.

For the Coronation.—For Sale, Job Lot, American Flags, suitable for decoration of private houses. What offers?

For the Coronation.—Stills of all sizes for obtaining good view above the heads of the crowd. From a guinea a pair. As used in the Landes—very practical.—Apply Messrs. Tich & Shorter.

For the Coronation.—A few seats still remaining in the Fleet of Tethered Balloons which will hover above the Abbey during the day. Price, including binoculars, champagne lunch and insurance ticket, 30 guineas. Apply, Enterprise Unltd.

"Hat, large burnt straw, trimmed broad satin ribbon, pink roses, 5s. 6d.; ago 10."—Advt. in "The Lady."

We prefer them newer.

To-day's Advertisement.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"ARRATON APCAR," having arrived from the above ports, consignees of cargo are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge of the vessel will be landed at once, at consignees' risk and expense.

Cargo remaining on board after 4 p.m. of the 18th inst., will be landed at consignees' risk and expense.

Consignees of Cargo from SINGAPORE are requested to take IMMEDIATE delivery of their goods from alongside, such cargo impeding the discharge of the vessel will be landed and stored at consignees' risk and expense.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the undersigned.

DAVID SASSOON & CO., LD. Agents. Hongkong, 11th May, 1911. [1119]

Regular Steamship Service to New York, via PORTS and SUEZ CANAL (With Liberty to Call at Malabar Coast).

PROPOSED SAILING FROM HONGKONG, FOR BOSTON AND NEW YORK, S.S. "MUNCASTER" On 12th CASTLE May.

For Freight and further information, apply to DODWELL & CO., LTD., Agents. Hongkong, 11th May, 1911. [1107]

THE ALEXANDRA CAFE

(HONGKONG HOTEL NEXT DOOR).

Will be opened on June 1st [1121]

CLUB WHISKY.

CLUB WHISKY.

H. PRICE & CO., LTD.

HONGKONG.

Hongkong 8th May, 1911.

Intimations

BUTTER.

OUR

"DAISY" BUTTER is the finest quality Table Butter imported.

We stock three other brands at prices to suit all.

The Dairy Farm Co., Limited.

POPULAR

"ASAHI" BEER



Note our Price \$12.00 per case containing 4 dozen quarts or 6 dozen pints. Hongkong, 7th April, 1911. [34]

To-day's Advertisements.

PEAK TRAMWAYS COMPANY, LIMITED.

NOTICE is hereby given that the ORDINARY ANNUAL GENERAL MEETING of SHAREHOLDERS of the above Company will be held at the Hongkong Hotel, Hongkong, on SATURDAY, the 20th day of May, 1911, at 11.30 a.m., for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 30th April, 1911.

The TRANSFER BOOKS of the Company will be CLOSED from the 16th instant to the 20th instant, both days inclusive.

JOHN D. HUMPHREYS & SON, General Managers. Hongkong, 11th May, 1911. [1120]

Regular Steamship Service to New York, via PORTS and SUEZ CANAL (With Liberty to Call at Malabar Coast).

PROPOSED SAILING FROM HONGKONG, FOR BOSTON AND NEW YORK, S.S. "MUNCASTER" On 12th CASTLE May.

For Freight and further information, apply to DODWELL & CO., LTD., Agents. Hongkong, 11th May, 1911. [1107]

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S
ROYAL MAIL STEAMSHIP LINE.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec, &c. (Subject to alteration.) Connecting with Royal Mail Atlantic Steamers.

From Hongkong: "Empress of Japan" Sails, May 20. "Empress of Britain" Sails, June 16. "Empress of China" Sails, June 10. "Allan Line" Sails, July 7. "Monteagle" Sails, July 28. "Empress of India" Sails, July 1. "Empress of Ireland" Sails, July 28. "Empress of Japan" Sails, July 22. "Allan Line" Sails, Aug. 18. "Empress of China" Sails, Aug. 12. "Empress of Britain" Sails, Sept. 8.

"Empress" Steamers will depart from Hongkong at 6 p.m. "Monteagle" 12 noon.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi wireless apparatus. Passengers booked to all the principal points in Canada, the United States, and Europe, also Around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line) £71.10/-.

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston. SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Service Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and their families. Full particulars of application from Agents.

Through Passengers are allowed stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port £48. Via New York £45.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

D. W. BRADDOCK, General Traffic Agent.

Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM
NAVIGATION CO., LTD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)
For Steamship On

TIENSIN & SWATOW: HONGKONG* Friday, 12th May, D'light. SINGAPORE, PENANG & CALCUTTA: LAISANG* Saturday, 13th May, Noon. MANILA: WINGSANG* Saturday, 13th May, 2 p.m. SHANGHAI & SWATOW: CHOYSANG* Sunday, 14th May, D'light. SANDAKAN: MAUSANG* Monday, 15th May, Noon. SHANGHAI: KWONGSANG* Monday, 15th May, Noon. SHANGHAI, KOBE, & MOJI: FOKSANG* Monday, 29th May, Noon. SINGAPORE, PENANG & CALCUTTA: KUTSANG* Wednesday, 31st May, Noon.

RETURN TOURS TO JAPAN, (Occupying 24 days).

The steamers "Kutsang," "Namsung," and "Foksang," leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

† Taking Cargo on Through Bills of Lading to Khat, Lahad Data, Simporna, Tawau, Uakau, Jessellon & Labuan.

For Freight or Passage, apply to JARDINE MATTHEW & CO., LD.

Telephone No. 215. General Managers.

Hongkong, 12th May, 1911. [8]

BANK LINE, LTD.

PROPOSED SAILINGS FROM HONGKONG FOR
VANCOUVER, SEATTLE and PORTLAND (Or.) via
SHANGHAI and JAPANESE PORTS.

Steamer	Tons	Captain	On or about
"KUMERIC"	6,252	G. B. McGill.	30th May
"LUERIC"	6,400	J. Mathie.	30th June

* Not calling at Shanghai.

To be followed by other steamers of the Company at regular intervals. The Steamers of the Bank Line, Ltd., carry cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the chief ports in Mexico, and South America. Will call at Amoy and Keelung if sufficient inducement offers.

The Steamers of the Line are of the most modern type, have excellent accommodation for stowage passengers and a limited accommodation for Cabin passengers; they are fitted throughout with Electric light, the "Lucerio" and "Ororio" also having Wireless Telegraphy. Special Arrangements have been made for Express Parcels to American and Canadian Ports.

For Rates of Freight or Passage apply to—

THE BANK LINE, LIMITED,
KING'S BUILDING, Praya Central.

Telephone No. 760.
Hongkong, 1st May, 1911. [805]

JEBSEN & CO.,
KING'S BUILDING.

Proposed Sailings of Steamers for
HOIHOW—HAIPHONG—PAKHAI—TAMSUI.

For Steamship Captain Tons Sails on
HAIPHONG: "Amoy" W. Langschwager, 1,700, May 12, 10 a.m.
HOIHOW, PAK: "Triumph" 1,750, May 18, 9 a.m.
HOI & H'PHONG

The steamers are of the most modern type, fitted throughout with Electric Light and have splendid accommodation.

For further particulars as to passage and freight, apply to

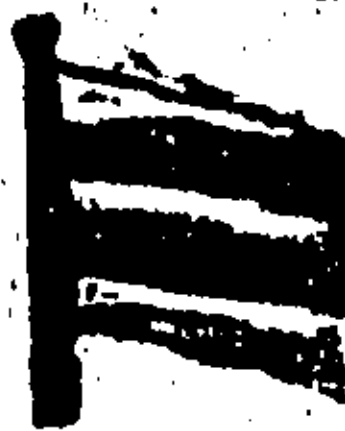
JEBSEN & CO.

Telephone 805.
Hongkong, 11th May, 1911. [104]

Shipping—Steamers.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION

DESTINATIONS.	STEAMERS.	SAILING DATES, 1911
MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID.	MISHIMA MARU, Capt. A. E. Moss, Tons 9,000 KAGA MARU, Capt. M. Hagino, Tons 7,000	WEDNESDAY, 24th May, at Daylight. WEDNESDAY, 7th June, at Daylight.

VICTORIA, B.C., & SEATTLE	KAMAKURA MARU, Capt. D. Koh, Tons 7,000	SATURDAY, 20th May, from KOBE
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VICTORIA, B.C., & SEATTLE via KAILUING, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU & YOKOHAMA.	AWA MARU, Capt. Iizawa, Tons 7,000 INABA MARU, Capt. S. Tominaga, Tons 7,000	TUESDAY, 23rd May, at 4 p.m. TUESDAY, 20th June, at 4 p.m.
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SYDNEY & MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE.	KUMANO MARU, Capt. M. Winckler, Tons 6,000 YAWATA MARU, Capt. J. Nagao, Tons 5,000	FRIDAY, 12th May, at Noon. FRIDAY, 9th June, at Noon.
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SHANGHAI, MOJI & KOBE	HAKATA MARU, Capt. A. Mocket, Tons 7,000	FRIDAY, 12th May.
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BOMBAY, &c.	COLOMBO MARU, Capt. Salter, Tons 6,000	TUESDAY, 16th May.
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§ Fitted with new system of wireless telegraphy. † Cargo only.

* Carries deck passengers.

CHEAPEST SUMMER RATES

between

HONGKONG and JAPAN PORTS.

Commencing 1st June, ending 30th September, 1911

Special Excursion Tickets (1st & 2nd class) available for 3 months.

	YOKOHAMA	KOBE	MOJI	NAGASAKI
RETURN.	RETURN.	RETURN.	RETURN.	RETURN.
1st Class	\$120	\$110	\$100	\$90
2nd "	\$80	\$70	\$60	\$50

With option of rail between steamers calling ports in Japan.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the Great Northern and Northern Pacific Railways and Atlantic Steamers. Round-the-World Tickets also issued.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO,
Manager. [5]

CHINA NAVIGATION
CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	STEAMERS.	To Sail
HOIHOW & HAIPHONG	"SUNGKIANG"	13th May, Noon.
SHANGHAI	"CHENAN"	13th " M'night.
MANILA, CEBU & ILOILO	"TAMING"	16th " 4 p.m.
SHANGHAI	"LUCHOW"	18th " 4 p.m.
TIENSIN	"HUICHOW"	18th " 4 p.m.
MANILA, CEBU & ILOILO	"TEAN"	23rd " 4 p.m.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI" S.S. "AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms. A Duly qualified Doctor in carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE.—Twin Screw Steamers "Ton" and "Taming," saloon accommodation amidships; electric fans fitted; extra state-rooms on deck, aft. saloon accommodation of s.s. "Kailong" is situated on deck, aft.

SHANGHAI LINE.—FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chonan, Linan, Chinkua)—with excellent passenger accommodation. Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on, through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at ten o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

Fares:—\$45 single, \$80 return.

For Freight or Passage apply to

BUTTERFIELD & SWIRE.

Telephone No. 88.
Hongkong, 11th May, 1911. [9]

Shipping—Steamers.

HAMBURG-AMERIKA LINE

IN CONJUNCTION WITH
Deutsche Dampfschiffahrts Gesellschaft "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO,

to
Marseilles, Havre, Bremen and Hamburg and to New York.

Taking cargo at Through rates to all European Northern Continental British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

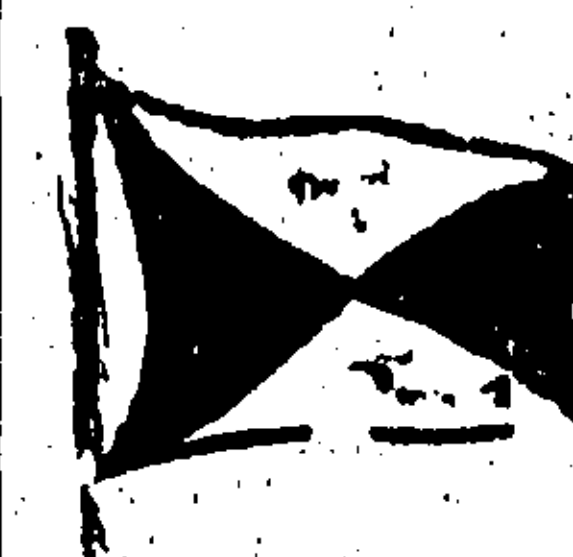
Next Sailings from Hongkong:

OUTWARD.	HOMEWARD.
For Shanghai, Kobe & Yokohama:	For Rotterdam, Hamburg & Antwerp:
S.S. Scandia 18th May	S.S. Sachsen 20th May
" Slavonia 4th June	For Marseilles, Havre & Hamburg:
" Segovia 19th June	S.S. Bayern 30th May
" Spexia 1st July	For Rotterdam & Hamburg:
" Sila 12th July	S.S. Aradia 1st June
" C. Ferd. Lach 28th July	For Havre & Hamburg:
	S.S. Freieule 9th June

For Further Particulars, apply to—

Hamburg-Amerika Linie,
Hongkong Office.

Hongkong, 8th May, 1911. [956]

HONGKONG
PHILIPPINES.
PHILIPPINES
STEAMSHIP CO.

Steamship.	Tons.	Captain.	For	Sailing Date.
ZAFIRO...	4000	M. C. Smith.	MANILA, CEBU & ILOILO	SATURDAY, 20th May, 4 p.m.
RUBI	4000	S. Crosby	MANILA, CEBU & ILOILO	TUESDAY, 30th May, 4 p.m.

For Freight or Passage apply to—

SHEWAN, TOMES & CO.
GENERAL MANAGERS.

Hongkong, 11th May, 1911. [14]

A. R. MARTY.

HONGKONG—HOIHOW—HAIPHONG—PAKHAI.

Highest Class, Fastest and Up-to-date Steamers on the Coast, having accommodation for First-class Passengers.
Electric Light, Excellent Cuisine, and Wireless Telegraphy.

For Steamship Captain Tons Leaving
PAKHAI & HAIPHONG: "Hanoi" May 16, 10 a.m.
HAIPHONG: "Hongkong" Carnellussen, 840, "Uncertain."

For Freight and Passage, apply to

A. R. MARTY,

24, Des Vaux Road.

Telephone 118.
Hongkong, 9th May, 1911. [1033]

THE EASTERN & AUSTRALIAN
STEAMSHIP CO., LIMITED.

Mail Service to Australia.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

Steamers	Arrive Hongkong from Australia	Leave Hongkong for Australia
St. Albans.....	May 5.	May 27th, at Noon.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to

Gibb, Livingston & Co.,
Agents. [967]

TOYO KISEN KA'SHA

Imperial Japanese Trans-Pacific Mail Line.

SAN FRANCISCO LINE
Connecting with the Western Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines for Europe.
PROPOSED SAILING FROM HONGKONG
(SUBJECT TO ALTERATION.)

Steamer	Tons	Captain	Date of Sailing.
Tenyo Maru.....	21,000	F. Bent	Friday, May 12, 1 p.m.
Nippon Maru.....	11,000	H. S. Smith	Friday, June 2, 1 p.m.

† Triple Screw, turbine engines. * Twin Screw.
All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Office. The Twin Screw Steamer "TENYO MARU" will be despatched for SAN FRANCISCO via KAILUING, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, SHIMIZU, YOKOHAMA and HONOLULU, on FRIDAY, the 18th May, at 1 p.m.

SOUTH AMERICAN LINE.

(In connection with NATIONAL RAILWAY of Mexico at MANZANILLO.)
Only Regular Direct Service to Mexican Ports and Chilean Ports.
(PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).)

Steamer	Tons	Captain	Date of Sailing.
Hongkong Maru.....	11,000	H. Hinokuma	Saturday, June 17, 1 p.m.
Kiyo Maru.....	17,200	H. Nishi	Tuesday, Aug. 15, 1 p.m.
Buyo Maru.....	10,500	K. Hashimoto	Saturday, Oct. 14, 1 p.m.

The Steamers "HONGKONG MARU" will be despatched for MOJI, KOBE, YOKKAICHI, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE, VALPARAISO and CORONEL on SATURDAY, 17th June, at 1 p.m.

For Further Particulars as to Passage and Freight, apply to

K. MATSUDA, Local Manager.
KING'S BUILDING (Opposite Blake Pier).

[889]

AMERICAN NEWS.

(VIA MANILA.)

Washington, May 6.—According to dispatches received here, President Diaz has abandoned all disposition to make peace with the Mexican insurgents. He is reported to have announced that he will fight the issue out to the bitter end and put down the rebellion or perish in the attempt.

Washington, May 5.—Acapulco, in the state of Guerrero on the western coast of Mexico, also offers precarious shelter to a large number of American residents and refugees. It is feared they are in serious danger, between federalists and insurgents, and it is proposed by the government to dispatch a warship for their protection. It is believed such action would excite the resentment of the Mexicans but the American government is determined to protect its citizens if Mexico fails to do so. The report that the insurgents had occupied Mazatlan has not been confirmed and is now discredited largely because of lack of additional advice.

Washington, May 6.—Word has been received at the State Department that two Americans, the sons of Judge Goodwin, have been killed by the Mexicans at Buena Vista. The United States is investigating the matter and has taken it up with the Mexican Government.

Washington, May 6.—President Taft to-day presented Andrew Carnegie with the Pan-American medal in recognition of the millionaire's achievements in behalf of international peace. The President pronounced Mr. Carnegie a benefactor of humanity, and referred feelingly to his \$1,000,000 building gift to house the annual Pan-American congress.

Washington, May 5.—A member of the Ohio States Legislature has been indicted by the grand jury for accepting bribes.

Washington, May 5.—Dispatches received in official circles from Mexico indicate that the insurrection is spreading rapidly throughout the entire country. The failure of the Diaz government to ratify the provisional peace appears to have given a great impetus to the insurrectionary party. The rebels have captured the city of Mazatlan filled with American refugees. Representative Benjamin K. Foelt of Pennsylvania said to-day, on the floor of the House, that he regarded it as practically certain that the United States force would have to occupy Mexico to restore order and give proper protection to life and property until a stable government is established and peace restored.

Washington, May 5.—Your correspondent was informed to-day by Representative Stanley that the inquiry into the Sugar Trust contemplated in his resolution that has been reported from the committee will include the alleged investments of the Sugar Trust in the Philippine Islands. Representative Stanley also told me that he proposed to do everything in his power to have the House adopt the report of the committee before the special session adjourns. Also that he is very anxious to have the investigation go to the bottom of sugar trust methods both in the United States and the Philippines.

OUR DIARY.

Thursday, 11th May.
Bijou Theatre, 0.15 p.m.
Empire Cinematograph, 0.15 p.m.

Thursday, 11th May.
Annual general Meeting of the Hongkong Horticultural Society, 5.15 p.m.

Friday, 12th May.

Theatre Royal, "The Follies" at 9 p.m.

Saturday, 13th May.

Theatre Royal, "The Follies" at 9 p.m.

Gun Club Annual General Meeting at 5 p.m.

Monday 15th May.

Crown Land Sale at Public Works Department.

Saturday, 20th May.

Peak Tramway Company Limited, Annual General Meeting, 11.30 a.m.

Saturday, 20th May.

Second Gymkhana Meeting, 3.30 p.m.

Wednesday, 24th May.

Boys' Own Club Athletic Meeting, on the Race Course, 2.30 p.m.

Empire Day.

DO SCOTSMEN "JOKE
WITH DEEFICULTY"?

The reply received from "Punch" to Mr. Gilbert Little's question, "What is a Scotsman?" to the effect that he is "A man who has the supreme gift to laugh at himself," is calculated to upset some preconceived notions of the Scot, and challenges familiar dicta as to his inability to appreciate humour. "Punch's" experience goes to support the during allegation, for (so, the Editor informed Mr. Little lately) 75 per cent. of the jokes appearing in his columns contributed by those not on the permanent staff come from Scotsmen—including jokes which tell against the Scot. All the same, it is not every Scot who appreciates humour directed against supposed idiosyncrasies of his nation. Only the other day a scathing letter appeared in the Edinburgh "Evening News" from a correspondent protesting against a reading from "The Man of the World," given at an entertainment in one of the large halls in the city. The character of Sir Pertinax Macintosh was hotly denounced as "a deadly insult to the people of Scotland." And there are patriotic Scots to whom Harry Lauder's delineations are unpardonable offences.

Mr. Little's story of the Ayrshire man who, on his return from his first-order-hunting visit to London, when asked by his father what he thought of the Englishman, replied, "I canna tell ye; I've been seein' the heads o' departments," is a good example of that "dry, suggestive humour, which is characteristic of the Scot. Here is another story of the same class which is not so well known. A patriotic London Gael, pretty well known to members of the Scottish societies in the Metropolis, on one occasion, after having for some time "entertained" a number of English friends to a glowing account of the beauties of Scotland and its great superiority over England, was asked somewhat impatiently, but very pertinently, why he did not stay there. He was not a bit put out. "A verri natural question," he acknowledged. "It was like this, ye see. In Scotland everybody was as clever as myself, an' I could muck' nothing o't. But here," he added, complacently, "I'm gettin' on verra weel."

WAR'S THE THING.

A CANON WHO DREAMS ITS
ABOLITION.

Canon Tupper Carey delivered a remarkable address at a Lenton service for business men at York the other day when he spoke of the danger of international peace.

It was, he said, one of the commonplaces of history that the character of a nation had never suffered in time of war, but it did deteriorate and degenerate in time of peace. Peace had greater danger than war, and as Christians they had to ask themselves, in discussing the question of universal peace, whether this or any other nation could get that stimulus of war when Drednoughts were scrapped and their regiments disbanded. If all that were accomplished how would they get those qualities which they admired so much in their soldiers and sailors? Was there any substitute for war which would call forth their enthusiasm, love of adventure, valour, heroism, and self-sacrifice? Christ, Who was the Prince of Peace, never thought of the peace which meant moral degeneration and death to a nation.

He believed that the substitute for war in the inculcation of these great qualities was nothing less than the evangelisation of the world. It—and it was quite possible—they got universal peace and shrank from this call to evangelise the heathen, then the peace which they obtained would assuredly not be the peace which Christ came to give them, but it would be the peace of the world, degeneracy, and the devil—nothing less.

Prince Tsai-chen (the oldest son of Prince Ching, the Regent), who is to represent China at the Coronation, will leave Peking for England on or about May 28. On his way he will visit Berlin.

ENTERTAINMENTS.

BIJOU SCENIC THEATRE.
(FLOWER STREET.)EVERY EVENING! EVERY EVENING at 9.15 p.m. sharp.
CINEMATOGRAPH VAUDEVILLE

CHAS. MACKAYE, Scotch Comedian.

IMPERSONATION OF HARRY LAUDER.
MISS GRACE WILSON. MISS GRACE VVYENE.
The only place to pass an enjoyable evening. Electric Fans Throughout Theatre.
SPECIAL PICTURES THIS WEEK.
"THE HOBBLE SKIRT." THE HEART FORGIVES.
SHOOTING RAPIDS IN JAPAN and A MAX LINDER.
Lessee and Manager: R. H. STEPHENSON.

THE "GARRICK"
CIGARETTES
(handmade).

Manufactured from the Highest Grades of Bright Virginia Tobacco and packed in Air tight tins of 50.

Sold Everywhere.

LAMBERT & BUTLER,
ENGLAND.THE BERNESE ALPS MILK CO.
STALDEN EMMENTHAL, SWITZERLAND."No. 10" SCOTCH WHISKY
BOTTLED AT DUNDEE, SCOTLAND.Agents: F. BLACKHEAD & CO.,
HONGKONG & CHINA.

CLARK & CO.

Scientific

Opticians

YORK BUILDINGS,

CHATER ROAD,

Ground Floor.

WANG HING, Jeweller.

THE LARGEST COLLECTION OF SILVER WARE IN THE
COLONY.

10, QUEEN'S ROAD CENTRAL.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS,
FORGEMASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL,
ELECTRICAL AND MECHANICAL ENGINEERS.

Modern Appliances for quick construction and repair of Ships,
Engines, Boilers, Railway Rolling Stock, Bridges, and all
Classes of Engineering, Iron and Wood Work
Electrical Drives, Hydraulic & Pneumatic Tools
installed throughout the Works.

50-ton Hydraulic TESTING MACHINE
for Chains, Wire Ropes, Rivets
and Metal Specimens.

GRAVING DOCK
78ft. by 83ft. by 8ft. 6 in.
Pumps empty Dock in
2-3-4 hours.

THREE PATENT SLIPWAYS
taking vessels up to 3,000 tons
displacement, providing conditions for
painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—
ELECTRIC OVERHEAD CRANES THROUGHOUT
THE SHOPS RANGING UP TO 100 TONS.

Estimates given for Docking, Repairs to Hull and Machinery,
Constructional Work.

MANAGERS AND AGENTS:

BUTTERFIELD & SWIRE,
HONGKONG, CHINA & JAPAN.

ENTERTAINMENTS.

Theatre Royal.

RETURN VISIT FOR

TW. NIGHTS ONLY

OF

HENRY DALLAS

and his Company

"THE FOLLIES."

FRIDAY and SATURDAY,
May 12th and 13th.Plans Now Open at
MOUTRIE'S.Business Manager:
Harry A. Dooley.
Hongkong, 6th May, 1911. [1110]THE
"Empire" Cinematograph
Theatre,
Des Vaux Road Central.THE HOUSE OF GOOD THINGS.
UP-TO-DATE SPLENDID
FILMS.A Big Hit of the Eminent Artists:
Mr. Falanto.....BARTONE
Miss Salvati.....SOPRANO
Miss Bascana.....Do.
HIGH-CLASS MUSIC.2 Performances: 7.15 & 9.15 p.m.
Matinees:
Saturdays & Sundays, 4.30 p.m.
Containing the well-known Troupe
CHING-LING-FOO.

Hongkong, 6th May, 1911. [852]

VICTORIA SKATING
RINK

Next Door to the Empire.

This Rink will be open during the
month of May, from 1 p.m.
3 SESSIONS DAILY: 5 to 7 p.m.
7.15 to 8.45 p.m. 9 to 11 p.m.

Hongkong, 6th May, 1911. [890]

STEAM LAUNDRY CO. 6
YAUMATI.

Established 1899.

THE only successful Steam Laundry
in the Far East. The only
Laundry in the Colony under
European Supervision.Filtered Water. Regular Delivery,
Flannels and underwear washed by
skilled Japanese.Monthly rates quoted. Dry cleaning
a speciality. Depot No. 4, Basconsfield
Avenue. Tel. K32.R. WOOD,
Manager.

Hongkong, 1st Mar., 1911. [931]

PHONE 482.

HONGKONG MOTOR
GARAGE.

TRY OUR

New 40 H. Power
RUBY COLOUR
CARS

Carry 6 Passengers.

THE BEST AND NOISELESS
\$8 per hour.

DRAGON CYCLE DEPOT,

[1098] 23, Des Vaux Road Central. [4]

Consignees

AMERICAN & MANOHURIAN
LINE.NOTICE TO CONSIGNEES.
FROM NEW YORK AND
SINGAPORE.

THE Steamship

"BLOEMFONTEIN,"

Captain J. B. Pattison, having arrived from the above Ports, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Friday, the 12th inst., at 10 a.m.

All claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining on delivery after the 12th inst. will be subject to rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

SHEWAN, TOMES & CO
Agents.
Hongkong, 6th May, 1911. [1113]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"PESHAWUR,"

FROM ANTWERP, LONDON,
MALTA, PORT SAID, SUEZ
AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co.'s Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 12th inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. Goddard and Douglas, at 10 a.m. on Mondays and Thursdays. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 6th May, 1911. [4]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM EUROPE, COLOMBO
AND STRAITS.

THE Company's Steamship

"ATSUTA MARU,"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional goods will be carried on unless instructions are given to the contrary before Noon, TO-DAY.

Goods not cleared by the 16th May, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignees and the Co.'s representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA.
Hongkong, 9th May, 1911. [5]GREEN ISLAND CEMENT
COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net.

In Bags of 250 lbs. net.

SHEWAN, TOMES & CO.
General Managers.
Hongkong, 16th Aug., 1910. [24]TSANG KWONG
COMPANY.ELECTRICAL AND GAS
CONTRACTORS.

230, Des Vaux Road Central.

Telephone No. 800.
Hongkong, 2nd Jan., 1911. [78]

Shipping-Steamers.

DOUGLAS STEAMSHIP CO. LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCOW AND RETURN.

(Occupying 9 to 10 days.)

TRAMSHIPS: CAPTAIN

Hailiang... Capt. A. E. Hodgins... FRIDAY, 12th May, at 11 a.m.

Haitan... Capt. J. S. Rouch... TUESDAY, 16th May, at 11 a.m.

Haiching... Capt. W. C. Passmore... FRIDAY, 19th May, at 11 a.m.

FOR SWATOW AND RETURN. (Occupying 3 Days).

Haimun... Capt. J. W. Evans... SUNDAY, 14th May, at 10 a.m.

Steamers will arrive at, and depart from the Company's Wharf near Blako Pier.

For Freight and Passage, apply to

Douglas, Lapraik & Co.,
General Managers.

[957]

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between

JAVA, CHINA AND JAPAN.

Expected on or about From Will leave on or about For

Tilawong... 1st half May... JAVA... 1st half May SHANGHAI.

Tilatap... 1st half May... JAPAN... 1st half May JAPAN.

Tibodas... 1st half May... JAPAN... 1st half May JAPAN.

Tijah... 1st half May... JAPAN... 1st half May JAPAN.

Tijapanas... 2nd half May... JAPAN... 2nd half May JAPAN.

Tijikini... 2nd half May... JAPAN... 2nd half May JAPAN.

Tijitroem... 1st half June... JAPAN... 1st half June SHANGHAI.

The steamers are fitted throughout with Electric Light, and have accommodation for a limited number of cabin passengers, and will take cargo to all Ports in Netherlands-India on through bills.

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN,
Yok Buildings.

Telephone No. 375. [974]

Regular Steamship Service

to New York,

via PORTS and SUEZ CANAL

(With Liberty to Call at Malabar Coast).

*ROBBERD SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK.

S.S. "MUNCASTER" About 11th

CASTLE" May.

For Freight and further information, apply to

DODWELL & CO., LTD.,
Agents.

Hongkong, 4th May, 1911. [1107]

THE Peninsular & Oriental

Steam Navigation

Company.

STEAM FOR STRAITS, OCEAN,

AUSTRALIA, INDIA,

ADEN, EGYPT, MEDITERRANEAN PORTS,

PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"DELTA,"

Captain E. P. Martin, R.N., carrying His Majesty's Mails, will be despatched from this for Bombay, &c., on

SATURDAY, the 13th May, 1911, at Noon, taking passengers and Cargo in connection with the Company's s.s. "Mooltan," 10,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay by the s.s. "Peris," due in London on the 26th June, 1911.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 29th April, 1911. [4]

SOCIETA NAZIONALE DI

SERVIZ MARITTIMI.

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to Port Said, Messina, Naples, Leghorn and Genoa, also Venice and Trieste, all Mediterranean, Adriatic, Levantine and South American Ports up to Callao.

(Taking Cargo at through rates to Persian Gulf and Bagdad, also Barcelona, Valencia, Alicante, Almeria and Malaga.)

THE Steamship

"CAPRI,"

Capt. Figari, will be despatched as above on SATURDAY, the 13th inst., at Noon.

For further particulars regarding freight and passage, apply to

CARLOWITZ & CO.,
Agents.

Hongkong, 8th May, 1911. [16]

THE AMERICAN & ORIENTAL

LINE.

FOR NEW YORK

(With liberty to call at the Malabar Coast)

THE Steamship

"AFGHAN PRINCE,"

Captain Thomas, will be despatched for the above port on WEDNESDAY, 24th inst.

For Freight and Passage, apply to

ARNHOLD, KARBURG & Co.,
General Agents.

Hongkong, 3rd May, 1911. [1084]

A LING & CO.

FURNITURE AND PHOTO

SUPPLIES.

DEVELOPING, PRINTING AND

ENLARGING.

19, Queen's Road. [803]

WM. POWELL,
LIMITED.

GENTS' OUTFITTERS.

NEW GOODS

ENGLISH

MADE

White Canvas

AND

Buckskin

Shoes.

SMART SHAPES

28, Queen's Road,
(Central.)

Hongkong, 29th April, 1911. [1019]

BILLIARDS.

George Gray, the brilliant young Australian cueist, who will meet Inman on June 5th, concluded his match with Harverson on the 18th March. When the Australian marvel had completed his score of 8,000 his opponent had made 3,804. The young wizard of the cue gave a remarkably fine exhibition, in which he eclipsed all previous performances to his credit, and established another world's record, which is likely to remain unbroken for a long time, unless Gray himself surpasses his latest effort. He made the sensational break of 2,196—unfinished. This great score included 540 consecutive losing hazards. To compile it Gray monopolized three whole sessions of the play. There was great excitement among the spectators who thronged the building, and a tremendous outburst of enthusiasm when the Australian passed the 2,000 mark. This unprecedented triumph in billiards evoked loud cheering, and for many minutes there was quite a furore. His previous best break was 1,570, made at the beginning of March. Since he reached England the young Australian has made the following world's record breaks:—

September 20, at Leeds, 885.
October 4, at Leeds, 881 off the red.

November 12, at London, 1,143.
November 15, at London, 1,058, off the red.

November 22, at London, 1,140, off the red.

December 20, at Accrington, 1,143.

January 5, at Nottingham, 1,200.

January 6, 1,318.

January 12, at Liverpool, 1,160.

January 28, at Cardiff, 1,340.

January 31, at Birmingham, 1,244.

February 3, at Birmingham, 1,212.

February 7, at Manchester, 1,402.

March 1, at London, 1,278.

March 2, at London, 1,570.

March 18, at London, 2,106.

Mr. John Roberts, on behalf of Gray, has challenged H. W. Stevenson to a match in September for 2,000 a side, with a level 18,000, and ivory balls, the winner to receive two-thirds of the gate money. Stevenson has replied expressing his willingness to play Gray this month.

There is a possibility that Harverson will meet Gray again, this time under B. C. C. Rules.

At a meeting of the Council of the Billiards Control Club a letter from John Roberts, on behalf of George Gray, in which he intimated that Gray wished to compete for the championship of England in 1912, was considered. The application was thought to be premature, and the secretary was requested to reply to the effect that after the match for the championship of the present year, which was played at the Caxton Hall, April, the Council would fix dates between which entries for 1912 might be received, when it was hoped Roberts would again apply on Gray's behalf.

COMMERCIAL.

EXCHANGE.

Selling.	
London—Bank T.T.	1/9 11/16
Do. Demand	1/9 1/4
Do. 4 months' sight	1/9 1/2
France—Bank T.T.	2/28 1/2
Do. Demand	2/28 1/4
Germany—Bank T.T.	1/8 1/4
Do. Demand	1/8 1/2
India T.T.	1/8 1/4
Shanghai—Bank T.T.	7 1/4
Do. Demand	7 1/2
Sing.—Bank T.T. per H.K.	100 7 1/2
Japan—Bank T.T.	8 1/4
Do. Demand	10 1/2
Buying.	
4 months' sight L/C.	1/10
6 months' sight L/C.	1/10 1/4
30 days' sight San Francisco & N. York	4 1/2
4 months' sight do.	4 1/2
30 days' sight Sydney & Melbourne	1/10 1/4
4 months' sight France	2/33
6 months' sight do.	2/33 1/2
4 months' sight Germany	1/8 1/4
Bar Silver	24 1/2
Bank of England rate	3 1/2
Overseas	10 1/2

SHIPPING NEWS.

MAILS DUE.

Candis. (Emp. of Japan) 12th inst.
German (Giesseman) 16th inst.
Gorman (Deiflinger) 17th inst.
American (Korea) 19th inst.
Gorman (Coblenz) 20th inst.
American (Siberia) 30th inst.

The H.A.L. s.s. Scandia left Singapore on the 9th inst., p.m. and may be expected here on the 15th inst., a.m.

ARRIVALS.

Tacoma Maru, Jap. s.s., 3,831, H. Yamamoto, 10th May—Manila 8th May, Flour—O. S. K.
Chenow, Br. s.s., 1,950, L. Jones, 10th May—Shanghai 7th May, Gen.—B. & S.
Muncester Castle, Br. s.s., 3,050, P. Watson, 10th May—Shanghai 12th May, Gen.—D. & Co.
Kiunking, Br. s.s., 1,228, Robertson, 10th May—Chinkiang 6th May, Gen.—B. & S.
Arratoon Apear, Br. s.s., 2,931, G. F. Hudson, 11th May—Singapore 5th May, Gen.—D. S. & Co.
Amigo, Ger. s.s., 822, W. Langstewer, 11th May—Haiphong and Poibow 6th May, Gen.—J. & Co.
Derwent, Br. s.s., 1,560, J. Jenkins, 11th May—Salmon 7th May, Rice and Gen.—Man Fat & Co.
Rajah, Ger. s.s., 1,276, H. C. Reher, 11th May—Bangkok 4th May, Rice and Teakwood—B. & S.
Hakata Maru, Jap. s.s., 3,820, A. Kooker, 11th May—Singapore 5th May, Trunks, Oshon and Dry Fish—N. Y. K.

CLEARANCES AT THE HARBOUR OFFICE.

End of Elgin, for Calcutta.
Chong-ching, for Wei-hai-wei.
Anhui, for Shanghai.
Kiunking, for Canton.

DEPARTURES.

May 11.
Chenow, for Vladivostok.
Chenow, for Canton.
Savina, for Singapore.
Anhui, for Shanghai.
Szechuen, for Shanghai.
Kwangse, for Tientsin.
Saint Kilda, for Wei-hai-wei.
Lockenn, for Haiphong.

PASSENGERS DEPARTED.

Per Atanta Maru, for Japan on 10th May:—

Amigo Midzato, I.
Aoki Nagao, Major
Addison, Capt. & Nakano, Miss
Mrs. 2 children
Oshibant, Mr.
Corwin and Mrs.
Daro Rico
Evans, Mr. and Reburan
Mrs. Rishworth
Inouye, Mr. and Reid, Mr. and Mrs.
Kusumoto, Mrs. Sugelara, Capt.
T. Suzuki, Mr. and Mrs.
Kusumoto, Mrs.
K. and child Suzuki, S.
Khan Thompson, Miss
Kumagawa, Staff Tsubata, Mrs.
Surgeon & 4 children
Kubota Tani, Miss
Kobayashi, Mrs. Tanook, Capt.
Lo Seng Urashima, Miss
Mikimoto, Mr. White field,
and Mrs. and Miss
3 children White field,
Mackinnon, Mrs. Misses (2)
Mino, Mrs. Yoshio, Capt.

Per Rubi, for Manila &c. on the 10th May:—

Balecock, A. J. Loung Kati Hin
Boehl, Miss L. J. Leo Chay
C. Ly Ban,
Barendt, Paul Master, Rev.
Oarnillo, Rev. Many, Pedro
Clirn, W. Macfarlane, Miss
Cole, W. A. A.
Chui Lin Morrill, J.
Caldwell, Miss E. Mirawa,
B. Ng Seng Chi
Dangherty, Mrs. Ng Ping Co
J. M. Oh Tong
Davis, J. L. Ormiston, J.
Dives, Mrs. S. J. Singles, Mrs. B.
Dohn, S. F.
Fung Chung Tang Keng
Fie J. Ah Ulan, Rev.
Fuen Shu Poon Waleh, E.
Gregory, Mrs. Watkins, Capt.
G. W.
Jahling, V. Williams, Rev.
Joseph, Rev. Wilson, F. W.
Jab, L. Wilder, Mr. and
Khan, Daller. Mrs. A. A.
Kuth, L. I. Wong Sack
Lous, Rev. Yip Sao

PASSENGERS ARRIVED.

Per Tacoma Maru, arrived on 10th May from Manila:—
Ramadas, G.

Per Chenow, arrived on 10th May from Shanghai:—
Kennedy, Mr.

Per Muncester Castle, arrived on 10th May, from Shanghai:—
arber, Mr. & Mrs.

Per Arratoon Apear, arrived on 11th May, from Singapore:—
Apear, Mrs. Alex. Williams

VESSELS IN PORT.

STEAMERS.

Aermatia, Br. s.s., 600, C. Lyson, 10th May—Sydney via Islands 25th Mar., Kopro, S. & Co.
Capri, Ital. s.s., 2,174, P. O. Fiojare, 6th May—Bombay 16th April, Gen.—C. & Co.
Cheong Shing, Br. s.s., 1,229, Liddell, 10th May—Canton 9th May Gen.—J. M. & Co.
Childer, Nor. s.s., 1,102, N. Hjorth, 8th May—Bangkok 1st May, Rice—A. T. & Co.
Daijin Maru, Jap. s.s., 899, Y. Yamamoto, 10th May—Swatow 9th May, Gen.—O. S. K.
Halang, Br. s.s., 1,362, A. E. Hodgins, 10th May—Poo via Swatow 7th May, Gen.—D. L. & Co.
Kumano Maru, Jap. s.s., 1,147, M. Winckler, 9th May—Yokohama &c., Gen.—N. Y. K.
Isodora Pons, Am. 1,027, B. Xandoro, 8th May—Manila 5th May, Gen.—B. & Co.
Lai Sang, Br. s.s., 2,225, E. J. Tadd, 5th May—Singapore 29th April, Gen.—J. M. & Co.
Laertes, Br. s.s., 1,310, Page, 6th May—Salmon 2nd May, Rice and Gen.—Wo Fat Sing.
Loongmoon, Ger. s.s., 1,215, W. Vogeler, 4th May—Salmon 30th April, Gen.—Chinere.
Machew, Ger. s.s., 996, O. Wolff, 3rd April—Bangkok 21st and Swatow 29th April, Rice and Meat—B. & S.
Mausang, Br. s.s., 1,044, G. S. Weigall, 7th May—Sandakan 1st May, Timber and Gen.—J. M. & Co.
Merapi, Br. s.s., 1,480, E. Uldall, 5th May—Samarang and Singapore 29th April, Sugar—Kin Ty Loon & Co.
Michael Jackson, Ger. s.s., 951, J. Peterson, 3rd May—Mojito 27th April, Coal—J. & Co.
Per in, Am. s.s., 2,744, A. Lockett, 14th May—San Francisco 12th April, Gen.—P. M. S. S. Co.
Pongtong, Br. s.s., 998, W. Bolefahr, 4th May—Bangkok 3rd April, Rice—B. & S.
Quarta, Ger. s.s., 1,140, Danielson, 26th April—Canton 25th April, Ballast—S. W. & Co.
Rygie, Nor. s.s., 3,459, B. Myer, 4th May—Rupland and Mojito 30th April, Flour and Coal—P. & A. S. S. Co.
Shantung, Br. s.s., 1,935, J. Robinson, 1st May—Hong Kong Gen.—B. & S.
Sibir, Rus. s.s., 2,179, Levonias, 10th May—Mojito 4th May, Coal—B. & Co.
Sungking, Br. s.s., 937, Matthias, 9th May—Haiphong 6th May, Gen.—B. & S.
Tonyo Maru, Jap. s.s., 7,265, E. Teut, 2nd May—San Francisco 5th April, Mails and Gen.—T. K. K.
Tijobdas, Dutch s.s., 8,000, Jarriso, 2nd May—Yokohama 12th and Mojito 26th April, Gen. and Coal—J. C. J. L.
Tijiwong, Dutch s.s., 3,061, Y. B. V. Dams, 27th April, Gen.—J. C. J. L.
Triumph, Ger. s.s., 709, Jacobson, 8th May—Haiphong and Haiphong, 7th May, Gen. and Rice—J. & Co.
Yoonsang, Br. s.s., 1,128, P. H. Rolfe, 26th April—Manila 22nd April, Gen.—J. M. & Co.

SHIPS PASSED THE CANAL.

5th May—Alex, Astyanax, Nubia, Palawan, Pello, Polynesian, Siam, Slavonia, Stogor, Prousen, Buffalo, 9th May—Eavovich, Kronga, Oania, Peiho.

Arrivals at Home—5th May—Hirano Maru, Lutzov. 9th May—Ambri, Sambia.

May 10 at May 10 at
10 a.m. 4 p.m.
Barometer... 29.92 29.81
Temperature... 74 75
Humidity... 94 98
Rainfall... 0.04 —

HOTEL VISITORS.

GRAND HOTEL.

Aurely, J. Nanninga, P. W.
Baudovin, Dr. L.
Bauckham, E. W. Offer, K.
Brühl, E. Petersen, A.
Crow, Mr. & Mrs. Pyhren, Ph.
A. B. Ragage, Dr.
Eudlich, Dr. R. Ramirez, Mr. &
Fein, Consul and Mrs. J. V.
Mrs. H. O. Stewart, Capt.
Heckscher, H. R. & Mrs. A. H.
Hondy, A. O. Stoneman, H. F.
Hood, T. Taylor, R.
James, B. Watermeyer, H.
Kelly, Mr. Whittaker, J. H.
Koy, Dr. F. and family
Mason, Capt. and Witter, Mr. &
Mrs. H. W. Mrs. E.
Mooney, R. J. Wingard, M.
Nicholas, C. E. Zelman, V. O.

MAN CHEONG.

10, WELLINGTON STREET CENTRAL, HONGKONG.

SWATOW DRAWING WORK.

Gentlemen and Ladies' Embroidery, Pongee Silk, Glass Cloth, Canton Silk and Lace, &c., &c. Hongkong, 23rd January, 1911. 485

TAILORS & OUTFITTERS.

E. C. Wilks, M.L.M.E. & A.M.N.A. Consulting Engineer and Surveyor for construction, Valuer and Assessor for the purchase, or sale, of Steamships or Landships.

ALFRED BUILDINGS, 2ND FLOOR, HONGKONG, 1st May, 1911. 1100

POST OFFICE.

Only fully prepaid letters and post-cards are transmissible by the Siberian Route to Europe.

The Public are informed that the Parcel Mails for the British Post Office at Shanghai and Hankow placed on board the s.s. Asia have been lost in the wreck.

A Mail will close for:—
Haiphong—Per Amigo, 12th May, 9 a.m.
Shanghai—Per Tijiwong, 12th May, 9 a.m.

Swatow, Amoy and Foochow—Per Halang, 12th May, 10 a.m.
Manila, Cebu, Iloilo, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Perth, Dunedin and Fremantle—Per Kumano Maru, 12th May, 10 a.m.

Singapore—Per Muncester Castle, 12th May, 10 a.m.
Keelung, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco (Siberian Mail to Europe)—Per Tonyo Maru, 12th May, noon.

Shanghai, Moji, Kobe and Yokohama—Per Ceylon, 12th May, 11 a.m.

Macao—Per Sui Tai, 12th May, 1.15 p.m.

Shanghai, Moji and Kobe—Per Hakata Maru, 12th May, 2 p.m.

Swatow and Bangkok—Per Machew, 12th May, 5 p.m.

Haiphong, Pakhoi and Haiphong—Per Triumph, 13th May, 8 a.m.

Singapore, Penang and Calcutta—Per Lak-sang, 13th May, 10 a.m.

Sourabaya—Per Tijiwong, 13th May, 10 a.m.

Singapore, Penang and Bombay—Per Capri, 13th May, 10 a.m.

Haiphong and Haiphong—Per Sungking, 13th May, 10 a.m.

Europe, &c., India via Taitcorin—Per Delta, 13th May, noon.

Manila, Cebu and Iloilo—Per Wingsang, 13th May, 1 p.m.

Swatow and Shanghai—Per Choy ang, 13th May, 5 p.m.

SHANGHAI, SIBERIAN Mail to Europe—Per Chenow, 13th May, 6 p.m.

Swatow—Per Haiman, 14th May, 0 a.m.

Swatow, Amoy and Tamsui—Per Daijin Maru, 14th May, 9 a.m.

Sanakan—Per Mausang, 15th May, 11 a.m.

Shanghai—Per Kwong-nag, 15th May, 11 a.m.

Keelung, Nagasaki, Kobe, Yokohama, Victoria and Tacoma—Per Tacoma Maru, 15th May, 5 p.m.

Swatow, Amoy and Foochow—Per Halang, 16th May, 10 a.m.

Shanghai, Kobe and M. J. Per A. Apear, 16th May, 11 a.m.

Manila, Cebu and Iloilo—Per Taming, 16th May, 3 p.m.

Swatow—Per Haiman, 17th May, 10 a.m.

Tientsin—Per Haidow, 18th May, 3 p.m.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.) (Siberian Mail to Europe)—Per Empress of Japan, 20th May, 5 p.m.

Europe, &c., India via Taitcorin—Per Australia, 22nd May, 11 a.m.

Europe, &c., India via Taitcorin—Per Bulow, 31st May, 11 a.m.

Arrivals at Home—5th May—Hirano Maru, Lutzov. 9th May—Ambri, Sambia.

May 10 at May 10 at
10 a.m. 4 p.m.
Barometer... 29.92 29.81
Temperature... 74 75
Humidity... 94 98
Rainfall... 0.04 —

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A. B. Ragage, Dr.
Eudlich, Dr. R. Ramirez, Mr. &
Fein, Consul and Mrs. J. V.
Mrs. H. O. Stewart, Capt.
Heckscher, H. R. & Mrs. A. H.
Hondy, A. O. Stoneman, H. F.
Hood, T. Taylor, R.
James, B. Watermeyer, H.
Kelly, Mr. Whittaker, J. H.
Koy, Dr. F. and family
Mason, Capt. and Witter, Mr. &
Mrs. H. W. Mrs. E.
Mooney, R. J. Wingard, M.
Nicholas, C. E. Zelman, V. O.

MAN CHEONG.

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E. C. Wilks, M.L.M.E. & A.M.N.A. Consulting Engineer and Surveyor for construction, Valuer and Assessor for the purchase, or sale, of Steamships or Landships.

ALFRED BUILDINGS, 2ND FLOOR, HONGKONG, 1st May, 1911. 1100

ASTOR HOUSE.

Allison, J. L. Mody, N.
Anderson, J. W. Morris, Mrs. K.
Basans, Miss J. Dorrie

Bon, J. P. Murray, A.
Brand, L. Murray, W. R.
Brown, J. L. Norris, D. W.
Brodvad, A. O'Connor, Mrs. E. A.

Buron, Mrs. Van Palmer, H. G.
Clark, J. S. Paulisch, Mr. & Mrs. O.

Craig, J. Palmer, H. G.
Dahno, F. Mrs. O.
Dale, R. Pommeroe, M.

Davis, Mrs. I. de la
Davis, Mr. & Mrs. Pond, E. H.
W. W. Rioussel, Mr.

Dohn, P. Ramsey, T. C.
Doctor, M. J. Rondon, L.
Drake, A. Salvati, Miss

Dupont, V. H. M. Saussino, Mino
Engert, Ph. Schnor, Dr.
Falato Sin Chuk Sang

Ghipin, W. Smith, J.
Gourgey, M. Sprink, W.
Hendley, D. E. Stephens, Mrs. M.

Henry, D. E. M.
Holman, G. Stevens, E.
Jamies, C. Tanyoco, G.

Jones, H. O. Taylor, Mrs. W.
Joseph, J. O.
Journand, M. Tong, W.

Kahn, D. H. Turner, J.
King, Mr. and Mrs. Utley, A. P.
Mrs. J. L. Voigt, M.

Krumling, Mr. & Mrs. Walker, F. W.
Mrs. J. Whinery, R. H.
Lo, T. H. Williams, W. A.

Loize, E. Wright, T.
Mansfield, R. D. Wright, Mrs. T.
McHenry, J. H. M.

HONGKONG HOTEL.

Adam, H. Markham, B.
Apear, Mrs. E. Marriott, Dr. O.
M. A. & amah McDaniel, Mrs.

Andrew, J. I. C. L.
Aurrell, S. McGrath, Mr.
Barber, Mr. and Mrs. R. A.

Mrs. R. McIntyre, Col.
Bird, F. P. & Mrs.
Bissell, Mr. and Mrs. E. H.

Mrs. H. H. Merecki, J.
nurse & 2 Miller, Mr. and
children Mrs. J. J.

Boddington, H. Mitchell, Mrs. K. A.
Berkley
Bolk, F. W. Mitchelmore, E.

Brown, S. M. V.
Bulan, G.
Burr, Mr. & Mrs. A. B.

F. H. Munce, Mr. and
Corrol, L. R. Mrs. R. L.
Cattell, A. S. North, W.

Chandler, M. H. Nye, P. H.
Chilvers, P. T. D'Oottingel, V.
Clark, D. E. Ogden, J. O.

Clarke, W. E. Picton, J. B.
Clements, A. J. Porter, A.
Cohen, Mr. and Potts, P. O.

Mrs. E. Pritchard, W.
Condon, H. L. T.
Dalgleish, Mrs. Ray, E. H.

Davidson, N. K. Richardson,
Dooley, H. A. Mr. & Mrs. F.
Drew, W. O. S.

Eames, E. J. W. Richmond, G.
Edgar, W. A. F.
Ehrenfels, Mr. & Rippel, J. D.

Mrs. H. C. Ritten, C. P.
Eldridge, S. J. Robinson, Capt. J.
Eldridge, T. J.

Fieldon, E. Rushout, H. F.
Fielding, H. M. Saffo, E.
Fisher, B. G. Schapper, A.

Forrester, J. Serows, Mr. and
Friedman, M. A. Mrs. & child
Fuller, Denman Smith, J. W.

Gibson, Miss E. Solomon, H. H.
M. Spalding, Dr.
Gillon, J. B. and Mrs. A. D.

Goulbourn, V.
Hall, Capt. T. Spittles, J.
P. Square, Miss W.

Hamilton, J. C. Stainer, Lt. and
Hancock, Capt. Mrs. C. E.
Harnott, B. A. Stok, J. E. Van

Hovott, Hon. Mr. der
and Mrs. E. A. Stone, Mr. and
Hough, Dr. S. Mrs. C. I.

Innes, R. Taylor, Mrs.
Joseph, R. M. Henry
Kadoorie, Mr. & Taylor, J. W.

Mrs. E. S. Tutt, Capt. W.
Kraft, Mr. and Villeneuve, Mr.
Mrs. W. D. and Mrs. P.